

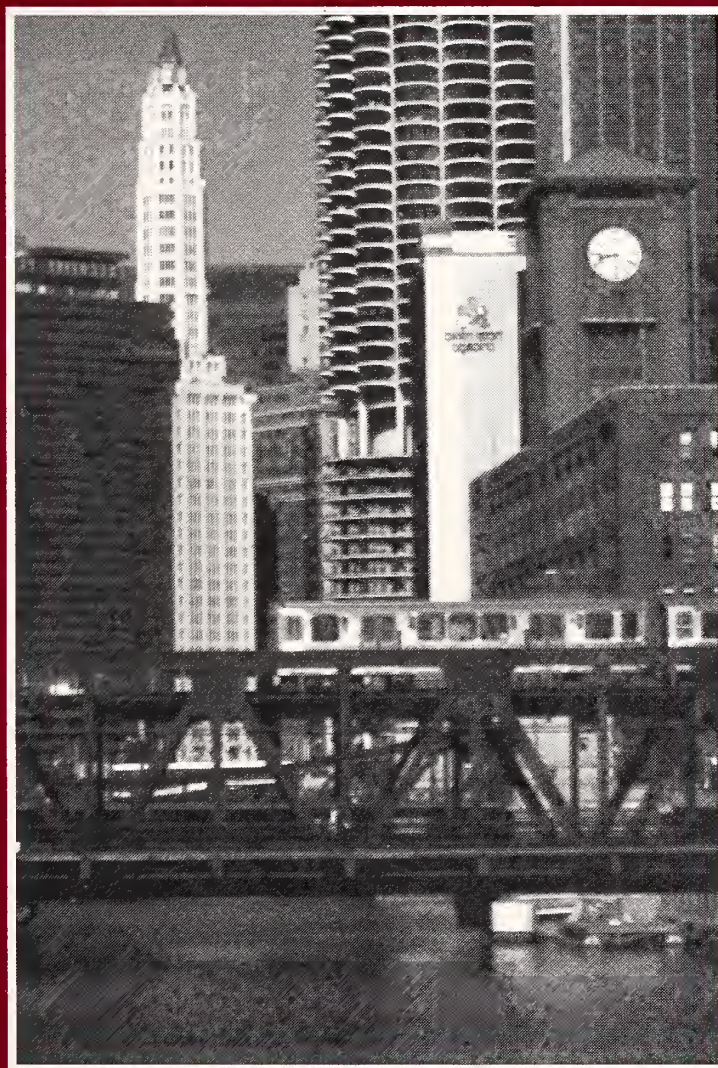


U.S. Department
of Transportation



Federal Transit
Administration

1996 Statistical Summaries



FTA
Grant Assistance Programs

Cover Photo: Courtesy of the Chicago Transit Authority.



U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

C-97-05

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) FY 1996 "Statistical Summaries." This comprehensive report presents detailed FY 1996 funding data for the FTA's major discretionary and formula grant programs. Usage of these funds is identified by program, program element, urbanized area and state. For a longer range view of Federal transit expenditures, the historical data is also included.

Fiscal year 1996 was a good year for mass transit. FTA's grant obligations totaled \$4.7 billion. Capital obligations were \$4.1 billion. Of this amount, \$712.4 million was used to finance the purchase of 7,325 transit vehicles. In addition, \$168.4 million was obligated for the purchase of 116 rail cars. Specific information about fixed guideway modernization and new systems expenditures is also cited.

A key factor in the general rise of capital obligations is the flexibility provision of the Intermodal Surface Transportation Efficiency Act (ISTEA), which created opportunities for increased funding of transit. At the end of the fifth year of the six-year ISTEA authorization period, almost \$3 billion of flexible funds have been obligated for use in transit projects.

I hope you will find this document useful and informative. Thank you for your continued interest in public transportation.

Sincerely,



Gordon J. Linton

1996 STATISTICAL SUMMARIES

FTA GRANT ASSISTANCE PROGRAMS

April 1997

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1996 Statistical Summaries: FTA Grant Assistance Programs

FOREWORD

This annual report primarily contains information for the programs administered by the Office of Program Management, Federal Transit Administration. Those programs are: Urbanized Area Formula (Section 5307), Non-urbanized Area Formula (Section 5311), Elderly and Persons with Disabilities (Section 5310), Capital (Section 5309), and Interstate Transfer. In addition, limited data are provided for the Metropolitan Planning Program (Section 5303) and the State Planning & Research Program (Section 5313(b)), which are administered by the Office of Planning.

The programs discussed are the principal source of Federal financial aid to urban and non-urban areas for mass transportation. The data are compiled from the capital, operating, and planning assistance grants awarded to transit authorities, States, and other units of local governments.

The Statistical Summaries report is organized into three main sections. The first section includes appropriations and budget authorities. This is followed by detailed obligation data for the current fiscal year. The final section includes summarized historical data.

This document may be made available in accessible formats upon request.

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INTRODUCTION

The fiscal year 1996 "Statistical Summaries" presents selected analyzed data on the distribution and use of various program funds administered by the Federal Transit Administration (FTA). FTA obligated \$4.7 billion for various grants in fiscal year 1996, down \$1.7 billion from the record high level set in fiscal year 1995.

Of the total obligated in FY 1996, 87 percent was programmed for capital purposes, ten percent for operating expenditures, and the remaining three percent for planning assistance. Excluding Washington Metro Rail construction grants, the urbanized areas (UZAs) with populations over 1 million received 76 percent of the total grant funds obligated. Medium-sized UZAs (200,000 to 1 million population) received ten percent; small UZAs (50,000 to 200,000 population) received five percent, and rural areas or those areas with populations less than 50,000 received four percent.

The number of vehicles (bus and ferry boats) budgeted in FY 1996 totalled 7,325. The amount obligated for these vehicles was \$712.4 million. In addition, \$168.4 million was obligated for the purchase of 116 rail cars. Rehabilitation of 4,709 rail cars received \$102.6 million.

FTA Programs

SECTION 5309 - Capital Program that provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects.

SECTION 5307 - Urbanized Area Formula Program that provides funding for capital, planning and operating projects for urbanized areas (50,000 or more population).

SECTION 5310 - Elderly Persons and Persons with Disabilities Program with funding allocated to the States for capital projects to meet the special needs of elderly persons and persons with disabilities.

SECTION 5311 - Nonurbanized Area Formula Program that funds capital and operating assistance in non-urbanized areas (rural). The Rural Technical Assistance Program (RTAP) also provides funding for training, technical assistance, research and support services.

INTERSTATE SUBSTITUTE TRANSIT - Substitute of transit capital and planning projects for Interstate Highway System projects.

Special Appropriation

Washington, DC Metro Rail - Funds provided for the construction of the Washington Metropolitan Area Transit Authority rail system.

OTHER FTA PROGRAMS

While the major portion of FTA funding is for transit capital and operating assistance, financial support is also provided for a variety of other programs that are described below:

UNIVERSITY TRANSPORTATION CENTERS PROGRAM (49 U.S.C. § 5317(b)). The Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA) required that there be established in each of the ten standard Federal regions a regional transportation center to conduct research and training regarding the transportation of passengers and property. In FY 1991, these ten Centers had been operating for four years. ISTEA added four new Centers which were national in scope rather than regional, as were the original Centers. All of the Centers are engaged in an active program of research, education and technology transfer. The 14 Centers are:

Region I	Massachusetts Institute of Technology
Region II	City University of New York
Region III	Pennsylvania State University
Region IV	The University of North Carolina
Region V	The University of Michigan
Region VI	Texas A & M University
Region VII	Iowa State University
Region VIII	North Dakota State University
Region IX	University of California, Berkeley
Region X	University of Washington

National Center for Transportation Management, Research and Development
Morgan State University

Center for Transportation and Industrial Productivity
New Jersey Institute of Technology

National Rural Transportation Study Center
University of Arkansas

National Center for Advanced Transportation
University of Idaho

NATIONAL TRANSIT DATABASE (49 U.S.C. § 5335). The National Transit Database (NTD) is FTA's reporting and information system for the transit industry. Section 5335 of the Federal Transit Laws require the Secretary of Transportation to establish a uniform system of accounts and records, plus a reporting system, for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All recipients and beneficiaries of Federal assistance under the urbanized area formula program are subject to the reporting system and the uniform system of accounts and records. FTA uses certain NTD data to apportion urbanized area formula funds to urbanized areas of 200,000 or more inhabitants.

Financial and operating data reports are submitted by the National Transit data reporters on an annual basis. A family of annual reports containing summaries of reported data is published by FTA. The annual reports contain revenues, expenses, operating data, and calculated performance indicators for each transit agency reporting as well as aggregate national statistics.

The NTD system and its annual report represent a valuable source of public mass transit data for transit industry planning, and investment decisions. It is also used by governing boards, State and local governments, the research community, trade unions, and all others interested in improving the productivity of the Nation's transit systems.

NONDISCRIMINATION PROGRAM (49 U.S.C. § 5332). This program prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in any FTA-funded project, program, or activity. Section 5332 empowers the Secretary of Transportation to take affirmative action to ensure compliance with its provisions.

METROPOLITAN PLANNING PROGRAM (49 U.S.C. § 5303). This program provides funding to the states for planning projects in urbanized areas.

STATE PLANNING AND RESEARCH PROGRAM (49 U.S.C. § 5313(h)). Program that provides funding to the states for state planning and research.

HUMAN RESOURCES PROGRAM (49 U.S.C. § 5322). The Human Resources Program provides funds for projects which address human resource needs in public transit and supplement FTA grant recipients' efforts to achieve civil rights objectives. Such projects are designed to develop and enhance the skills and talents of minorities, women, and other disadvantaged persons in mass transit.

NATIONAL PLANNING AND RESEARCH PROGRAM (49 U.S.C. § 5314(a)). The National Planning and Research Program includes two categories of activity requiring a national focus. The first category includes activities in support of the Federal mission. Specific activities include directed research, pilot projects and special demonstration initiatives to advance Federal mass transportation policies and address transportation issues of national concern. Research provides valuable guidance enabling the national transit program to reflect changing domestic conditions and budgetary priorities, laws and regulations.

The second category of activities requiring a national focus is support for technology development. At the core of these developmental efforts was extensive industry consultation. The Industry Advisory Panel for the technology development program was established in FY 1992. The recommendations from the Panel have been embodied in the technology program framework.

TRANSIT COOPERATIVE RESEARCH PROGRAM (49 U.S.C. § 5313(a)). The required mechanisms for the Transit Cooperative Research Program (TCRP) were put into place through a Memorandum of Understanding between the Industry Governing Board, the Transportation Research Board and FTA. TCRP allows the industry, through the Independent Governing Board, to determine its research priorities and oversee the conduct of a research agenda responsive to its needs.

NATIONAL TRANSIT INSTITUTE (NTI) (49 U.S.C. § 5315). The ISTEA makes \$3 million per year from the National, State and TCRP programs available to the National Transit Institute, which is housed at Rutgers University. In addition, up to one-half of one percent of both the capital and urbanized area formula funds can be made available for training at the Institute. The

Institute develops training programs in transit planning, management, environmental factors, acquisition and joint use of rights-of-way, engineering, procurement strategies, turn-key systems and many other techniques and methods necessary to make transit operations more efficient and effective.

AMERICANS WITH DISABILITIES ACT. The Americans with Disabilities Act of 1990 (ADA 42 U.S.C. § 12101 *et seq.*) gives persons with disabilities civil rights protection in jobs, public accommodations and services. In the area of public transportation, the ADA mandates increased accessible and nondiscriminatory service, such as wheelchair lifts on buses, improvements in information dissemination to people with hearing and visual disabilities, and lift-equipped van services for people who cannot use regular wheelchair lift-equipped buses. It also broadens the range of disabilities which must be accommodated, and gives the FTA the responsibility for ensuring that all transit operators, nationwide, comply with the law.

ADVANCED PUBLIC TRANSPORTATION SYSTEMS PROGRAM. FTA has created the Advanced Public Transportation System (APTS) program as part of the U.S. Department of Transportation initiative in Intelligent Vehicle Highway Systems (IVHS). Through APTS, FTA funds research, development, and operational tests of advanced navigation, information, and communication technologies to improve public transit systems. The goal of APTS is the development of a readily accessible body of knowledge about technologies that enhance public transportation and the demonstration of those technologies in operating models.

CLEAN AIR PROGRAM. This program is designed to assist the Nation's cities and transit providers in complying with the Clean Air Act (42 U.S.C. §§ 7401 *et seq.*) Amendment of 1990 and the proposed National Energy Strategy Act through the use of cleaner engine emission systems, such as alternative fueled or clean diesel engine transit buses. The program promotes the goal of the National Transportation Policy to protect the environment and the quality of life of America's citizens.

BUS TESTING. STURRA established a requirement that new transit bus models be tested at the New Bus Model Testing Facilities, owned and operated by the Pennsylvania State University. These new bus models are tested for safety, reliability, performance, structural integrity, fuel economy, noise, and the capacity to be maintained. ISTEA provides for the FTA to fund 80% of bus testing fees. ISTEA also added emission and brake testing requirements and the requirement to test alternative fueled vehicles. FTA is responsible for ensuring that all new transit bus models that are purchased with Federal funds have been tested.

Glossary of Terms

Allocation--An administrative distribution of funds. This is done for funds which do not have statutory distribution formulas.

Apportionment--A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.

Appropriations Act--A law passed by the Congress and signed by the President, which makes funds available for expenditures with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments to be made.

Authorization Act--Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds which can be appropriated for that program.

Budget Authority--Empowerment by the Congress that allows Federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations from General Revenues to the Treasury. However, for the Discretionary program category, it is in the form of "contract authority" derived from the Trust Fund Resource.

Contract Authority--A form of budget authority that permits obligations to be made in advance of appropriations. The Discretionary Grants program is funded from contract authority, subject to an obligation limitation.

Fiscal Year (FY)--Since FY 1977, the yearly Federal accounting period beginning October 1 and ending September 30 of the subsequent calendar year. (Prior to FY 1977, the Federal fiscal year started on July 1 and ended the following June 30.) Fiscal years are denoted by the calendar year in which they end: e.g., FY 1989 began October 1, 1988, and ended September 30, 1989.

Obligation Limitation--An amount specified in an Appropriations Act that limits the amount of Federal assistance that may be obligated during a specified time period, usually one fiscal year. A limitation on obligations is used to reduce the amount of contract authority available for obligation in the Discretionary Grants (trust fund) program.

Obligations--Commitments made by Federal agencies to pay out money, as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactment of budget authority. The obligations are for the Federal share of the estimated full cost of each project at the time it is approved, regardless of when the actual payments are made or the expected time of project completion.

States--As defined in Chapter 1 of Title 23, the 50 States comprising the United States, plus the District of Columbia, and the Commonwealth of Puerto Rico. However, for the purposes of some programs (e.g., Sections 18, 16, and RTAP) the term may also include territories (Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands).

Urbanized Area--Comprises an incorporated place and adjacent densely settled surrounding area that together have a minimum population of 50,000.

Trust Fund--Accounts established by law to hold receipts which are collected by the Government and earmarked for specific purposes and programs. These receipts are not available for the general purposes of the Government. The Mass Transit Account of the Highway Trust Fund is comprised of receipts from certain highway user taxes (e.g., excise taxes on motor fuels) and reserved for use for transit capital projects and related purposes.

<p>TABLE A</p> <p>FTA APPROPRIATIONS FOR FISCAL YEAR 1996</p>

PROGRAM	AMOUNT
CAPITAL	\$1,665,000,000
METROPOLITAN PLANNING	39,500,000
STATE PLANNING AND RESEARCH	8,250,000
NATIONAL PLANNING AND RESEARCH	22,000,000
URBANIZED AREA FORMULA	1,890,146,530
ELDERLY AND PERSONS WITH DISABILITIES	51,609,095
NON-URBANIZED AREA FORMULA	110,072,375
RTAP (RURAL TRANSIT ASSISTANCE)	4,500,000
INTERSTATE SUBSTITUTE	0
WASHINGTON D C METRO RAIL	200,000,000
ADMINISTRATION	40,722,000
UNIVERSITY TRANSP. CENTERS	6,000,000
TRANSIT COOPERATIVE RESEARCH	8,250,000
NATIONAL TRANSIT INSTITUTE	3,000,000
TOTAL	\$4,049,050,000

TABLE B

FTA APPROPRIATIONS (INCLUDES LOAN AUTHORITY, UNRESTRICTED AUTHORITY, AND CONTRACT AUTHORITY)
FISCAL YEARS 1961 - 1997

Thousands of Dollars

FISCAL YEAR	CAPITAL PLANNING	ELDERLY & PERSONS WITH DISABILITIES	INNOV. TECH. INTRO	SECTION 17	SECTION 5	URBANIZED AREA FORMULA	NONURBAN. AREA FORM. & RTAP	NATIONAL TRANSIT PLANNING & RESEARCH	INTERSTATE SUBSTITUTE	WASH DC METRO RAIL	UNIV. TRANSP. CENTERS	TOTAL	ADMINIST	GRAND TOTAL
1961	17,500	0	0	0	0	0	0	25,000	0	0	0	42,500	0	42,500
1962	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1963	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1964	3,000	0	0	0	0	0	0	4,805	0	0	0	7,805	195	8,000
1965	65,000	0	0	0	0	0	0	0	0	0	0	65,000	300	65,300
1966	135,000	0	0	0	0	0	0	0	0	0	0	135,000	455	135,455
1967	130,000	0	0	0	0	0	0	0	0	0	0	130,000	735	130,735
1968	125,000	0	0	0	0	0	0	0	0	0	0	125,000	690	125,690
1969	169,147	0	0	0	0	0	0	0	0	0	0	174,147	853	175,000
1970	137,000	5,000	0	0	0	0	0	30,000	0	0	0	175,000	1,600	176,600
1971	555,675	15,000	0	0	0	0	0	26,000	0	0	0	596,675	3,325	600,000
1972	803,700	25,000	0	0	0	0	0	65,000	0	0	0	893,700	6,300	900,000
1973	863,708	33,500	0	0	0	0	0	96,250	0	0	0	993,458	6,542	1,000,000
1974	872,000	37,600	0	0	0	0	0	35,050	61,000	0	0	1,005,650	5,000	1,010,650
1975	1,330,110	36,610	19,900	0	300,000	0	0	45,050	65,700	0	0	1,797,370	5,960	1,803,330
1976	1,078,000	38,700	22,000	25,000	500,000	0	0	54,000	632,000	0	0	2,349,700	10,300	2,360,000
TQ	246,500	9,200	0	0	125,000	0	0	11,500	0	0	0	392,200	2,900	395,100
1977	1,228,000	43,200	22,000	55,000	650,000	0	0	61,200	570,072	0	0	2,629,472	12,600	2,642,072
1978	1,375,000	55,000	25,000	45,000	775,000	0	0	70,000	662,760	0	0	3,007,760	20,000	3,027,760
1979	1,175,000	55,000	20,000	0	1,403,500	0	76,500	68,500	623,765	0	0	3,422,265	16,849	3,439,114
1980	1,625,075	55,000	20,000	0	1,405,000	0	85,000	70,300	425,000	0	0	3,685,375	17,884	3,703,259
1981	2,095,000	45,000	25,000	0	1,365,250	0	72,500	56,840	615,032	0	0	4,389,372	22,200	4,411,572
1982	1,377,500	55,000	25,000	7,000	1,455,250	0	68,500	49,600	560,000	0	0	3,507,850	24,388	3,532,238
1983	1,606,650	50,000	10,000	10,000	1,200,000	756,175	91,325	58,250	412,000	240,000	0	4,449,400	28,407	4,477,807
1984	1,138,900	50,000	26,100	0	0	2,318,606	69,986	54,800	295,400	250,000	0	4,213,792	29,400	4,243,192
1985	1,018,800	50,000	26,200	5,000	0	2,377,730	71,770	51,000	250,000	250,000	0	4,100,500	31,000	4,131,500
1986	970,565	47,850	29,500	4,785	0	1,997,264	60,286	16,652	191,400	217,239	0	3,535,541	28,710	3,564,251 *
1987	915,000	45,000	35,000	7,500	0	1,924,995	75,005	17,400	200,000	201,120	0	3,421,020	31,000	3,452,020
1988	980,250	45,000	35,000	0	0	1,732,314	69,389	12,217	123,500	180,500	5,000	3,183,170	31,882	3,215,052
1989	985,000	45,000	35,000	0	0	1,603,596	71,404	10,000	200,000	168,000	5,000	3,123,000	31,882	3,154,882
1990	982,045	44,370	34,510	0	0	1,624,380	70,520	9,970	159,520	84,745	4,930	3,014,990	31,809	3,046,799 **
1991	1,115,000	45,000	35,000	0	0	1,734,641	70,359	8,000	160,000	64,100	5,000	3,237,100	32,583	3,269,683
1992	1,346,167	43,688	54,884	0	0	1,822,762	111,087	60,427	160,000	124,000	6,985	3,730,000	37,000	3,767,000
1993	1,725,000	38,250	48,636	0	0	1,560,539	95,075	42,500	75,000	170,000	6,000	3,761,000	38,245	3,799,245
1994	1,785,000	41,513	58,726	0	0	2,226,553	134,201	46,124	45,000	200,000	6,000	4,543,117	39,457	4,582,574
1995	1,724,904	41,513	59,152	0	0	2,299,836	137,536	46,953	48,030	200,000	6,000	4,563,924	42,316	4,606,240
1996	1,665,000	39,500	51,609	0	0	1,891,244	114,572	41,500	0	200,000	6,000	4,009,425	40,722	4,050,147
1997	1,900,000	39,500	56,041	0	0	1,978,021	119,623	41,500	0	200,000	6,000	4,340,685	41,046	4,381,731
TOTAL	35,265,196	1,182,994	789,258	69,285	125,000	9,178,750	27,848,656	1,286,388	6,535,179	2,749,704	56,915	86,751,963	674,535	87,426,498

* After Sequestration

** After Sequestration and Drug Assessment

NOTES:

1) The Interstate Transfer Substitution program appropriations in FY 1977 through FY 1981 included transit and highway funds. The column above includes only the transit funds. The total appropriations for these years are as follows: FY 1977-\$575 Mil.; FY 1978-\$789 Mil.; FY 1979-\$700 Mil.; FY 1980-\$700 Mil.; and FY 1981-\$865 Mil.

2) RTAP appropriations by fiscal year are: 1987-\$5,000,000; 1988-\$4,750,000; 1989-\$5,000,000; 1990-\$4,985,000; 1991-\$5,000,000; 1992-\$5,000,000; 1993-\$4,250,000; 1994-\$4,613,000; 1995-\$4,612,500; 1996-\$4,500,000; 1997-\$4,500,000

3) Reflects FY 1996 enacted level of \$42 million minus FTA share (\$1.85 million) of \$25 million DOT reduction and a \$378,000 working capital fund reduction.

TABLE C

FTA BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1997

FISCAL YEAR	GENERAL FUNDS	LOAN AUTHORITY	UNRESTRICTED AUTHORITY	CONTRACT AUTHORITY	TOTAL
1961	\$0	\$42,500,000	\$0	\$0	\$42,500,000
1962	0	0	0	0	0
1963	0	0	0	0	0
1964	5,000,000	3,000,000	0	0	8,000,000
1965	300,000	5,000,000	60,000,000	0	65,300,000
1966	455,000	5,000,000	130,000,000	0	135,455,000
1967	735,000	0	130,000,000	0	130,735,000
1968	690,000	0	125,000,000	0	125,690,000
1969	0	0	175,000,000	0	175,000,000
1970	31,600,000	0	145,000,000	0	176,600,000
1971	29,325,000	0	194,000,000	376,675,000	600,000,000
1972	71,300,000	0	0	828,700,000	900,000,000
1973	102,792,000	0	(35,000,000) *	897,208,000	965,000,000
1974	101,050,000	0	0	909,600,000	1,010,650,000
1975	116,710,000	0	0	1,686,620,000	1,803,330,000
1976	277,300,000	0	0	2,082,700,000	2,360,000,000
TQ	14,400,000	0	0	380,700,000	395,100,000
1977	523,872,080	0	0	2,118,200,000	2,642,072,080
1978	447,760,493	0	0	2,580,000,000	3,027,760,493
1979	2,289,114,105	0	0	1,150,000,000	3,439,114,105
1980	3,703,259,000	0	0	0	3,703,259,000
1981	4,411,572,414	0	0	0	4,411,572,414
1982	3,532,238,000	0	0	0	3,532,238,000
1983	3,698,807,000	0	0	779,000,000	4,477,807,000
1984	3,018,192,000	0	0	1,225,000,000	4,243,192,000
1985	3,031,500,000	0	0	1,100,000,000	4,131,500,000
1986	2,511,551,000	0	0	1,052,700,000	3,564,251,000
1987	2,449,520,000	0	0	1,002,500,000	3,452,020,000
1988	2,084,552,000	0	0	1,130,500,000	3,215,052,000
1989	2,014,882,000	0	0	1,140,000,000	3,154,882,000
1990	1,911,154,000	0	0	1,135,645,000	3,046,799,000
1991	1,869,683,000	0	0	1,400,000,000	3,269,683,000
1992	1,867,000,000	0	0	1,900,000,000	3,767,000,000
1993	940,400,000	0	0	2,859,150,000	3,799,550,000
1994	1,602,574,000	0	0	2,980,000,000	4,582,574,000
1995	1,738,803,000	0	0	2,874,904,000	4,613,707,000
1996	1,274,197,000	0	0	2,775,000,000	4,049,197,000
1997	822,546,000	0	0	3,559,185,000	4,381,731,000
TOTAL	\$46,494,834,092	\$55,500,000	\$924,000,000	\$39,923,987,000	\$87,398,321,092

* Transfer from FTA appropriations to "Interim Operating Assistance" account administered by the Office of the Secretary of Transportation to implement the Regional Rail Reorganization Act of 1973 pursuant to the Foreign Assistance and Related Programs Appropriations Act. 1974.

TABLE 1

FY 1996 SUMMARY OF OBLIGATIONS FOR FTA PROGRAMS

FTA PROGRAM	CAPITAL					GRAND TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL CAPITAL	PLANNING	OPERATING
CAPITAL	\$285,966,650	\$639,604,974	\$764,944,873	\$1,690,516,497	\$0	\$0
URBANIZED AREA FORMULA	1,055,391,737	747,973,097	145,370,798	1,948,735,632	53,669,894	416,701,564
METROPOLITAN PLANNING STATE PLANNING AND RESEARCH	0	0	0	0	42,412,643	0
	0	0	0	0	8,279,228	0
ELDERLY AND PERSONS WITH DISABILITIES	51,972,538	0	0	51,972,538	0	0
NONURBANIZED AREA FORMULA	64,475,458	0	0	64,475,458	675,820	72,491,914
RTAP	0	0	0	0	4,349,339	0
INTERSTATE SUBSTITUTE	7,937,198	94,707,777	0	102,644,975	13,361,694	0
WASHINGTON DC METRO RAIL	0	0	199,000,000	199,000,000	0	0
TOTAL	\$1,465,743,581	\$1,482,285,848	\$1,109,315,671	\$4,057,345,100	\$122,748,618	\$489,193,478

\$4,669,287,196

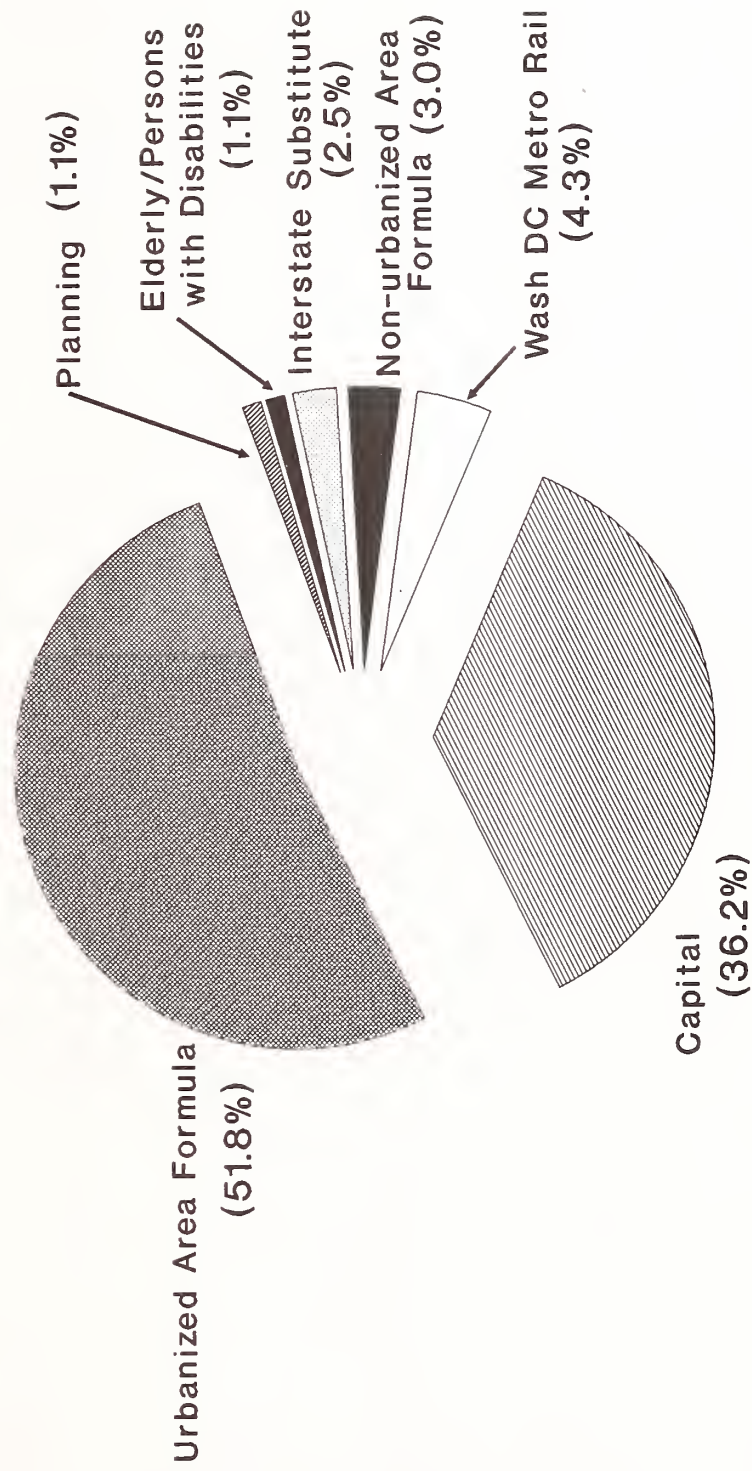
NOTES: TABLE DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

RTAP INCLUDES TRAINING, TECHNICAL ASSISTANCE, RESEARCH AND SUPPORT SERVICES.

NONURBANIZED AREA FORMULA CAPITAL INCLUDES PROJECT ADMINISTRATION AND STATE ADMINISTRATION; OPERATING INCLUDES INTER CITY BUS PROGRAM RESERVE (\$3,147,692).

FY 1996 OBLIGATION SUMMARY FOR ALL PROGRAMS

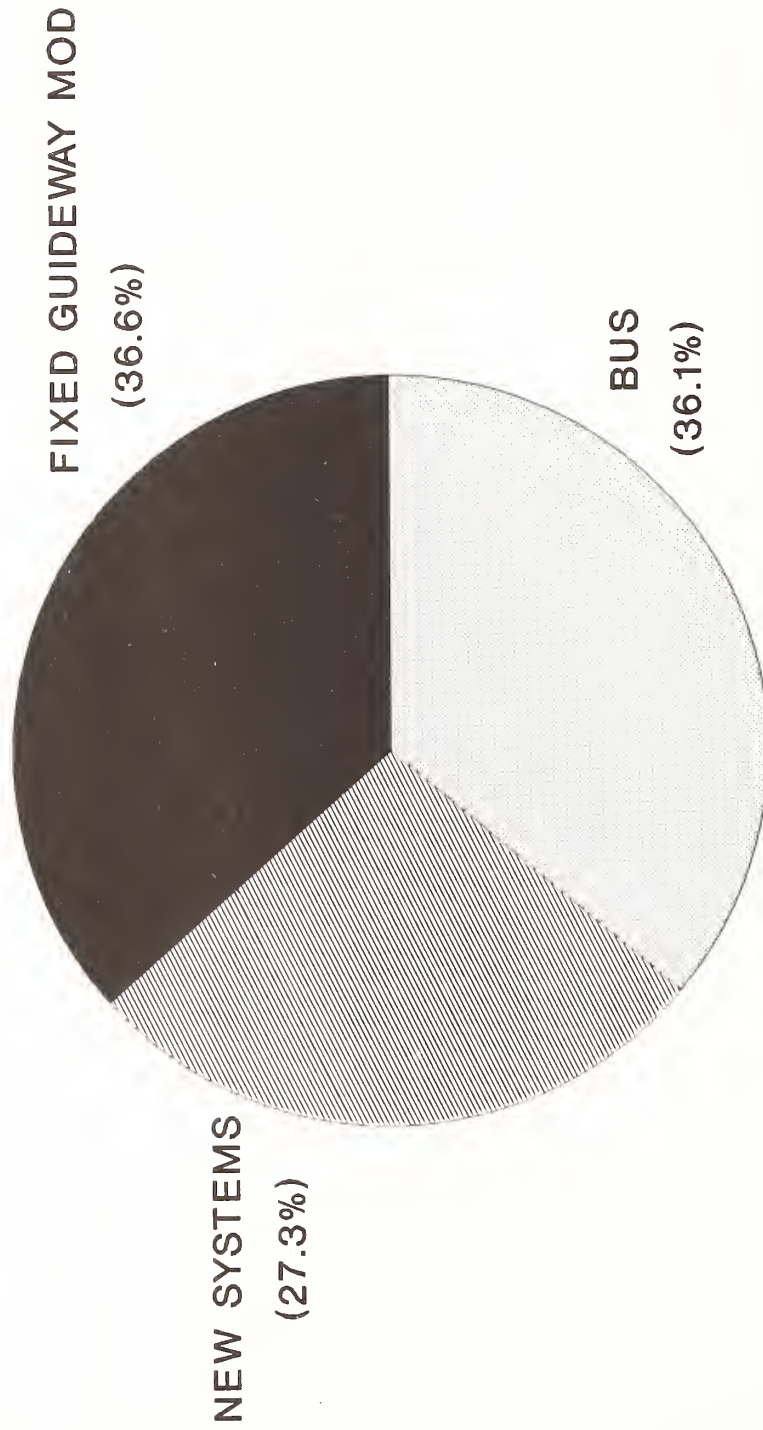
Figure 1



Non-urbanized Area Formula includes RTAP.

FY 1996
CAPITAL OBLIGATIONS FOR ALL GRANTS
(BY CATEGORY)

Figure 1A



PLANNING IS NOT INCLUDED

TABLE 1-1

**FY 1996 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING
BY PROGRAM AND BY POPULATION GROUP**

URBANIZED AREAS	CAPITAL			PLANNING	TOTAL CAPITAL & PLANNING	OPERATING	GRAND TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS				
OVER A MILLION POPULATION							
CAPITAL PROGRAM	\$135,716,718	\$632,790,609	\$755,302,678	\$0	\$1,523,810,005	\$0	\$1,523,810,005
URBANIZED AREA FORMULA	730,596,785	705,369,660	144,609,522	33,264,816	1,613,840,783	245,416,539	1,859,257,322
INTERSTATE SUBSTITUTE	0	94,707,777	0	13,361,694	108,069,471	0	108,069,471
METROPOLITAN PLANNING	0	0	0	42,412,643	42,412,643	0	42,412,643
STATE PLANNING / RESEARCH	0	0	0	8,279,228	8,279,228	0	8,279,228
WASH DC METRO RAIL	0	0	199,000,000	0	199,000,000	0	199,000,000
SUB-TOTAL	\$866,313,503	\$1,432,868,046	\$1,098,912,200	\$97,318,381	\$3,495,412,130	\$245,416,539	\$3,740,828,669
200,000 - 1 MILLION							
CAPITAL PROGRAM	\$83,356,664	\$5,814,365	\$9,642,195	\$0	\$98,813,224	\$0	98,813,224
URBANIZED AREA FORMULA	236,076,378	28,452,375	761,276	16,184,525	281,474,554	76,075,539	357,550,093
INTERSTATE SUBSTITUTE	7,896,398	0	0	0	7,896,398	0	7,896,398
SUB-TOTAL	\$327,329,440	\$34,266,740	\$10,403,471	\$16,184,525	\$388,184,176	\$76,075,539	\$464,259,715
50,000-200,000							
CAPITAL PROGRAM	\$27,818,753	\$0	\$0	\$0	\$27,818,753	\$0	\$27,818,753
URBANIZED AREA FORMULA	88,718,574	14,151,062	0	4,220,553	107,090,189	95,209,486	202,299,675
INTERSTATE SUBSTITUTE	0	0	0	0	0	0	0
SUB-TOTAL	\$116,537,327	\$14,151,062	\$0	\$4,220,553	\$134,908,942	\$95,209,486	\$230,118,428
RURAL AND UNDER 50,000							
CAPITAL PROGRAM	\$39,074,515	\$1,000,000	\$0	\$0	\$40,074,515	\$0	\$40,074,515
NONURBANIZED AREA FORMULA	64,475,458	0	0	675,820	65,151,278	72,491,914	137,643,192
INTERSTATE SUBSTITUTE	40,800	0	0	0	40,800	0	40,800
RTAP	0	0	0	4,349,339	4,349,339	0	4,349,339
SUB-TOTAL	\$103,590,773	\$1,000,000	\$0	\$5,025,159	\$109,615,932	\$72,491,914	\$182,107,846
ELDERLY AND PERSONS WITH DISABILITIES							
	\$51,972,538	\$0	\$0	\$0	\$0	\$0	\$51,972,538
GRAND TOTAL	\$1,465,743,581	\$1,482,285,848	\$1,109,315,671	\$122,748,618	\$4,180,093,718	\$489,193,478	\$4,669,287,196

NOTES: METROPOLITAN PLANNING OBLIGATIONS REPORTED IN THE > 1 MILLION POPULATION GROUP ALSO INCLUDES OBLIGATIONS FOR ALL AREAS

< 1 MILLION POPULATION.

NON-URBANIZED AREA FORMULA CAPITAL INCLUDES PROJECT AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE

TABLE 1-2

FY 1996 SUMMARY OF CAPITAL OBLIGATIONS BY PROGRAM AND BY CATEGORY

PROGRAM	NO. OF VEHS.	BUS PURCHASES	BUS OTHER	BUS FACILITY	NEW RAIL CARS	RENOVATED RAIL CARS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL
CAPITAL	937	\$120,674,268	\$85,323,331	\$79,969,051	\$98,684,476	\$47,341,785	\$639,604,974	\$764,944,873	\$0	\$1,690,516,497
URBANIZED AREA FORMULA	4,163	493,259,173	426,278,625	135,853,939	69,697,837	55,270,100	747,973,097	145,370,798	53,669,894	2,002,405,526
NONURBANIZED AREA FORMULA	605	41,043,628	23,431,830	0	0	0	0	0	5,025,159	69,500,617
ELDERLY AND PERSONS WITH DISABILITIES	1,568	51,972,538	0	0	0	0	0	0	0	51,972,538
METROPOLITAN PLANNING / STATE PLNG AND RESEARCH	0	0	0	0	0	0	0	0	50,691,871	50,691,871
INTERSTATE SUBSTITUTE	52	5,430,650	2,469,828	36,720	0	0	94,707,777	0	13,361,694	116,006,669
WASHINGTON DC METRO	0	0	0	0	0	0	0	199,000,000	0	199,000,000
TOTAL	7,325	\$712,380,257	\$537,503,614	\$215,859,710	\$168,382,313	\$102,611,885	\$1,482,285,848	\$1,109,315,671	\$122,748,618	\$4,180,093,718

NOTES: New Rail Car and Renovated Rail Car amounts are also included in the Fixed Guideway or New Systems categories.
 Elderly & Persons with Disabilities Program includes State Administration and Service Contracts.
 Non-urbanized Area Formula Bus Other includes State Administration and Project Administration.
 Non-urbanized Area Formula Planning includes Intercity Bus planning and RTAP.
 Interstate Substitute Fixed Guideway includes \$81,000,000 of Flex Funds from FHWA.
 Vehicle purchases may include ferry boats and leased buses.

TABLE 2

CAPITAL, OPERATING AND PLANNING OBLIGATIONS FOR FY 1996
URBANIZED AREAS OVER 1 MILLION POPULATION

CAPITAL OBLIGATIONS						
	CAPITAL PROGRAM	URB. AREA FORMULA	INTERSTATE SUBSTITUTE	TOTAL CAPITAL	OPERATING URB. AREA FORMULA	TOTAL OBLIGATED
Region 1 BOSTON, MA	\$66,758,060	\$49,307,464	\$620,993	\$116,686,517 0	\$6,769,736	\$125,456,253
Region 2 NEW YORK, NY	359,257,512	384,271,215	62,560,900	626,069,627	47,332,626	873,422,253
NORTHEASTERN, NJ	175,260,747	65,430,303	0	260,691,050	20,356,234	261,047,284
SW CONNECTICUT	32,924,600	0	0	32,924,800	0	32,924,600
SO. NEW JERSEY	4,663,104	10,076,971	0	14,740,075	2,129,255	16,869,330
Region 3 BALTIMORE, MD	50,059,019	33,758,553	11,525,884	95,343,456	4,509,746	99,853,204
NORFOLK-VIRG BCH-NEWP NEWS, VA	846,373	5,644,600	0	6,490,973	4,216,080	10,707,053
PHILADELPHIA, PA-NJ	62,891,269	49,250,770	0	131,942,059	12,625,449	144,567,506
PITTSBURGH, PA	73,620,602	16,002,441	0	89,623,043	4,404,256	94,027,301
WASHINGTON DC-MD-VA (DC)	13,984,859	60,483,661	0	94,446,520	7,626,276	102,276,798
WASHINGTON DC-MD-VA (MD)	1,500,000	0	0	1,500,000	0	1,500,000
WASHINGTON DC-MD-VA (VA)	0	13,980,000	0	13,960,000	0	13,960,000
Region 4 ATLANTA, GA	60,273,112	31,827,244	0	92,100,356	3,845,443	95,945,799
FT. LAUDERDALE-HOLLYW-POMP BE, FL.	11,845,699	15,531,767	0	27,377,668	2,917,212	30,294,876
MIAMI-HIALEAH, FL	12,093,308	28,066,071	0	36,161,379	3,887,455	42,046,634
SAN JUAN, PR	12,035,662	32,700,552	0	44,736,234	3,462,256	46,216,492
TAMPA-ST PETE-CLEARWATER, FL.	2,390,240	10,134,765	0	12,525,005	3,669,830	16,414,635
Region 5 CHICAGO, IL	109,669,233	133,349,761	0	243,018,994	23,104,792	266,123,766
NORTHWESTERN IN	5,882,400	1,290,504	0	7,172,904	4,959,557	12,132,461
CINCINNATI, OH-KY	5,127,346	15,637,646	0	20,984,994	2,442,614	23,407,808
CLEVELAND, OH	16,846,435	12,726,122	0	29,572,557	4,504,435	34,076,992
DETROIT, MI	9,839,935	20,493,159	0	30,133,094	11,522,644	41,655,738
MILWAUKEE, WI	5,795,760	4,426,640	0	10,222,400	2,437,661	12,660,061
MINNEAPOLIS-ST. PAUL, MN	0	0	0	0	3,377,190	3,377,190
ST. LOUIS, MO-IL (IL)	0	1,845,568	0	1,845,566	0	1,645,566
Region 6 DALLAS-FT WORTH, TX	26,296,671	60,637,973	0	69,134,644	5,846,266	94,761,132
HOUSTON, TX	22,358,000	31,030,646	0	53,368,646	666,365	54,277,033
NEW ORLEANS, LA	10,845,547	8,601,560	0	17,447,127	3,567,677	21,035,004
SAN ANTONIO, TX	0	9,123,282	0	9,123,262	2,122,546	11,245,830
Region 7 KANSAS CITY, KS-MO (KS)	0	0	0	0	0	0
KANSAS CITY, KS-MO (MO)	2,022,100	4,422,134	0	6,444,234	2,071,882	6,516,116
ST. LOUIS, MO-IL (MO)	13,847,545	16,224,345	0	32,071,630	5,625,666	37,697,576
Region 8 DENVER, CO	346,696	11,901,424	0	12,250,120	3,535,545	15,785,665
PHOENIX, AZ	430,648	17,416,076	0	17,848,724	2,182,056	20,030,760
Region 9 LOS ANGELES-LONG BEACH, CA	118,184,591	107,572,266	0	223,736,657	4,066,041	227,622,698
RIVERSIDE-SAN BERNARDINO, CA	0	1,194,824	0	1,194,624	86,000	1,280,624
SACRAMENTO, CA	1,787,500	6,563,060	0	10,330,560	1,605,610	11,936,190
SAN DIEGO, CA	2,631,000	21,611,726	0	24,642,728	4,256,356	26,699,084
SAN FRANCISCO-OAKLAND, CA	31,559,087	145,474,824	0	177,033,911	14,023,411	191,057,322
SAN JOSE, CA	34,793,432	32,090,817	0	66,684,049	3,606,778	70,490,827
Region 10 PORTLAND-VANCOUVER, OR-WA (OR)	129,641,103	47,000,299	13,361,694	190,003,096	2,735,724	192,736,620
PORTLAND-VANCOUVER, OR-WA (WA)	0	4,494,460	0	4,494,460	0	4,494,460
SEATTLE-EVERETT, WA	15,938,368	51,661,246	0	87,599,816	6,613,577	74,413,193
TOTAL	\$1,523,810,005	\$1,613,840,783	\$108,069,471	\$3,245,720,259	\$245,416,539	\$3,491,136,798

NOTES: CAPITAL OBLIGATIONS FOR URBANIZED AREA FORMULA PROGRAM AND INTERSTATE SUBSTITUTE INCLUDE PLANNING.
FUNDING FOR THE CONSTRUCTION OF THE WASHINGTON D.C. METRO RAIL (\$199 MILLION) IS NOT INCLUDED.

Figure 2

Urb. Formula, Capital, and Interstate Substitution Programs **UZAs Over 1 Million Population**

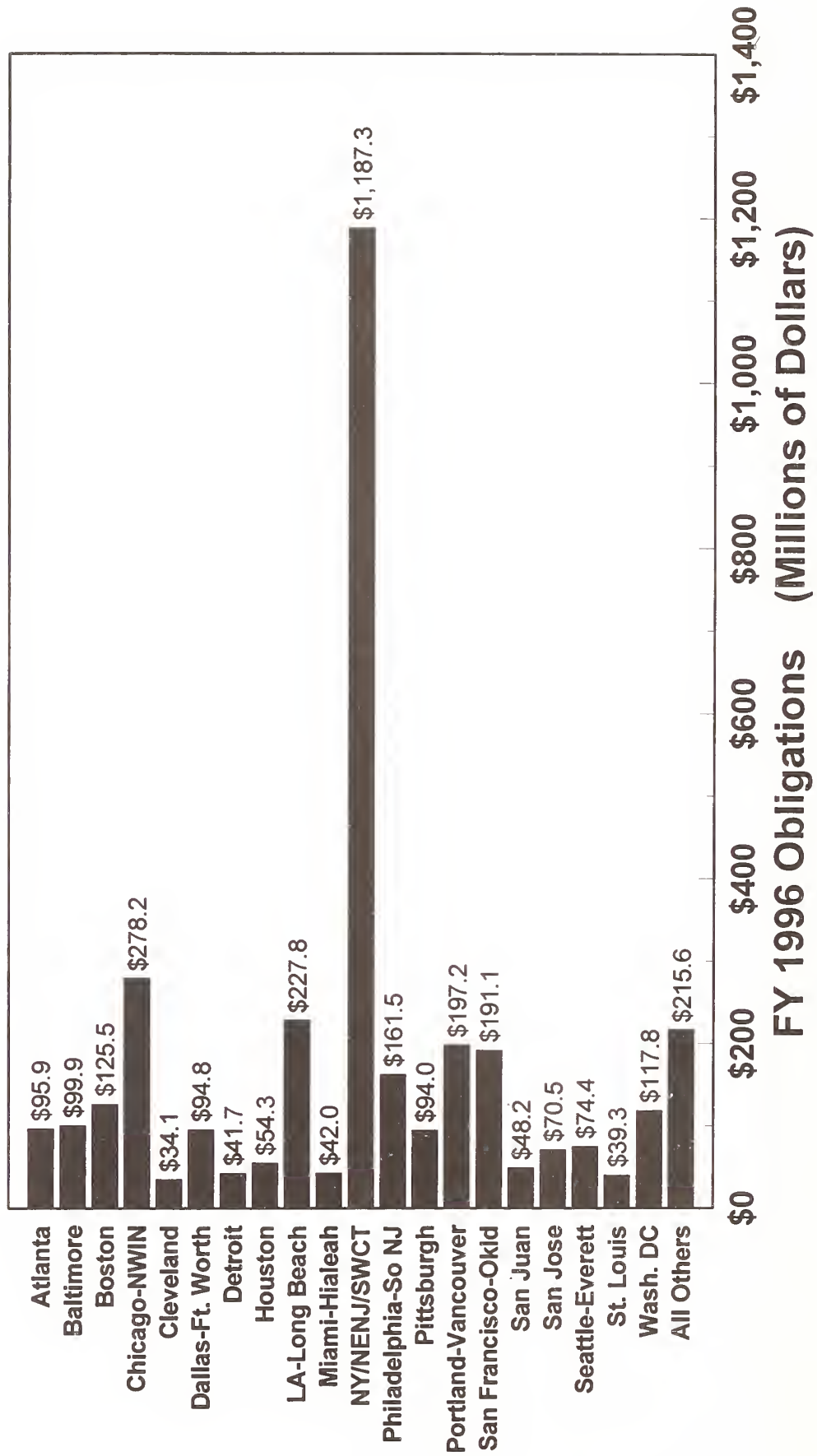


TABLE 3

FY 1996 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING

STATE	CAPITAL					METRO PLANNING/ STATE PL. & RESEARCH	OPERATING		RTAP	TOTAL OBLIGATED
	CAPITAL PROGRAM	URBAN AREA FORMULA	ELDER/PERS. WITH DISABIL.	NONURBAN FORMULA	INTERSTATE SUBSTITUTE		URBANIZED AREA FORMULA	NONURBAN FORMULA		
ALABAMA	\$0	\$3,454,826	\$895,884	\$2,847,513	\$0	\$440,806	\$4,183,339	\$1,686,451	\$97,295	\$13,606,114
ALASKA	2,000,000	1,997,700	354,069	162,318	0	202,087	353,514	276,854	57,053	5,403,595
AMER. SAMOA	0	0	0	108,156	0	0	0	0	11,005	119,161
ARIZONA	430,648	22,378,180	793,996	873,937	0	761,943	2,947,041	789,025	71,690	29,046,460
ARKANSAS	5,283,500	2,584,560	636,433	1,573,663	0	202,087	1,755,798	735,216	87,810	12,859,067
CALIFORNIA	212,184,885	356,692,844	5,215,083	5,323,329	0	8,035,867	40,485,746	3,092,845	142,282	631,172,881
COLORADO	2,789,320	14,666,534	549,254	404,576	0	638,442	4,847,458	774,500	69,699	24,739,783
CONNECTICUT	33,365,560	32,597,432	436,348	571,139	40,800	583,865	8,061,990	922,012	67,868	76,647,014
DELAWARE	1,339,875	1,182,080	239,377	0	0	202,087	975,795	486,348	0	4,425,562
DIST. OF COL.	13,984,659	80,463,861	237,859	0	0	257,028	7,828,278	0	0	102,771,685
FLORIDA	33,773,197	82,423,321	3,182,846	411,517	0	2,658,270	19,096,395	2,915,261	104,323	144,565,130
GEORGIA	60,273,112	34,425,372	1,151,384	2,819,380	0	928,625	6,865,730	1,058,475	119,150	107,641,228
GUAM	0	0	0	45,642	0	0	0	258,632	0	304,274
HAWAII	686,448	12,368,752	295,052	1,141,385	0	202,087	1,781,822	355,984	57,928	16,889,458
IDAHO	0	951,540	301,135	0	0	202,087	616,830	0	0	2,071,592
ILLINOIS	120,883,243	144,749,267	2,069,766	1,360,161	0	2,761,357	25,375,023	2,305,802	113,923	299,618,542
INDIANA	11,725,581	12,840,092	1,102,462	1,409,042	0	702,268	10,432,468	2,699,904	112,600	41,024,417
IOWA	7,030,275	4,624,530	681,581	327,949	0	225,771	2,583,615	2,085,893	89,418	17,649,032
KANSAS	768,000	2,430,632	577,019	409,267	0	256,658	1,610,356	1,356,576	81,356	7,489,864
KENTUCKY	0	8,886,668	860,030	247,500	0	312,080	3,547,064	2,655,208	106,761	16,615,311
LOUISIANA	10,645,547	11,689,822	862,700	583,062	0	547,764	6,500,531	1,817,687	92,810	32,739,923
MAINE	433,612	1,584,400	367,816	1,015,884	0	202,087	1,009,649	527,002	70,658	5,211,108
MARYLAND	51,559,019	34,557,380	866,616	633,318	11,525,884	1,108,543	5,261,262	842,569	75,790	106,430,381
MASS.	68,743,060	62,929,490	1,232,924	1,041,655	620,993	1,368,034	15,042,811	1,194,326	77,639	152,250,932
MICHIGAN	21,639,260	35,336,076	1,775,854	1,798,246	0	1,756,573	15,682,403	3,709,731	143,851	81,841,994

TABLE 3
FY 1996 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING

STATE	CAPITAL					METRO PLANNING/ STATE PL. & RESEARCH	OPERATING		RTAP	TOTAL OBLIGATED
	CAPITAL PROGRAM	URBAN. AREA FORMULA	ELDER/PERS. WITH DISABIL.	NONURBAN. FORMULA	INTERSTATE SUBSTITUTE		URBANIZED AREA FORMULA	NONURBAN FORMULA		
MINNESOTA	0	3,543,610	878,344	1,097,600	0	710,810	4,455,700	1,131,611	0	11,817,675
MISSISSIPPI	0	1,201,700	619,292	1,088,054	0	202,087	2,194,068	1,841,592	92,033	7,238,826
MISSOURI	15,869,645	24,561,382	1,117,527	170,000	0	832,500	8,100,301	2,463,690	100,168	53,215,213
MONTANA	0	1,870,108	279,152	0	0	202,087	865,821	604,605	62,684	3,884,457
NEBRASKA	0	2,724,870	417,081	157,771	0	202,087	1,840,180	917,352	69,138	6,328,479
NEVADA	16,872,500	6,882,040	319,191	100,404	0	218,471	387,233	250,000	56,248	25,086,087
NEW HAMP.	0	489,304	303,464	1,294,664	0	202,087	1,549,302	569,194	66,544	4,474,559
NEW JERSEY	179,923,851	107,424,398	1,473,232	1,119,082	0	2,311,009	18,024,279	1,594,484	147,818	312,018,153
NEW MEXICO	2,250,000	573,523	371,002	706,375	0	202,087	346,371	336,475	68,596	4,854,429
NEW YORK	363,729,760	409,135,504	3,242,272	2,700,030	82,560,900	4,728,025	56,275,702	2,802,737	133,267	925,308,197
NO. CAROLINA	3,600,000	4,113,780	1,304,673	4,559,429	0	597,240	8,428,981	400,991	138,454	23,143,548
NORTH DAKOTA	0	508,200	242,798	85,183	0	202,087	842,935	440,856	59,380	2,381,439
NO. MARIANAS	0	0	0	114,801	0	0	0	0	0	114,801
OHIO	30,436,906	53,053,673	2,158,526	2,259,616	0	1,711,774	16,908,891	2,032,929	140,053	108,702,368
OKLAHOMA	0	8,412,590	746,937	1,476,689	0	323,452	3,824,436	1,214,732	88,980	16,087,816
OREGON	135,306,228	49,836,875	696,866	0	13,361,694	360,377	2,438,461	0	0	202,000,501
PENNSYLVANIA	161,717,912	69,903,396	2,581,056	696,000	0	2,264,553	24,338,761	5,083,387	150,455	266,735,520
PUERTO RICO	12,035,682	34,534,152	662,856	1,430,916	0	535,944	3,482,258	0	80,019	52,761,827
RHODE ISLAND	4,420,260	3,831,708	331,204	697,814	7,896,398	207,054	2,193,895	0	53,845	19,632,178
SO. CAROLINA	0	635,282	723,152	1,671,143	0	339,029	834,432	1,052,316	94,272	5,349,626
SOUTH DAKOTA	0	298,320	259,417	268,544	0	202,087	624,738	372,656	61,434	2,087,196
TENNESSEE	0	10,057,189	1,051,541	2,310,741	0	530,527	4,485,751	1,725,280	107,150	20,268,179
TEXAS	63,233,784	133,216,856	2,756,621	8,701,872	0	3,268,350	21,215,275	3,183,569	170,658	235,746,985
UTAH	11,379,070	10,813,796	348,101	436,065	0	2,553,032	1,823,927	50,000	58,668	27,462,659

TABLE 3
FY 1996 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING

STATE	CAPITAL					METRO PLANNING/ STATE PL. & RESEARCH	OPERATING		RTAP	TOTAL OBLIGATED
	CAPITAL PROGRAM	URBAN AREA FORMULA	ELDER/PERS. WITH DISABIL.	NONURBAN. FORMULA	INTERSTATE SUBSTITUTE		URBANIZED AREA FORMULA	NONURBAN FORMULA		
VERMONT	380,000	3,182,712	460,478	2,112,420	0	202,087	244,385	228,488	80,223	6,870,771
VIRGINIA	846,373	28,460,864	1,092,517	1,245,409	0	1,074,824	4,798,825	2,727,482	100,889	40,348,563
VIRGIN ISLANDS	0	0	132,534	18,405	0	0	0	104,298	12,188	267,425
WASHINGTON	23,179,965	80,897,532	983,413	2,270,177	0	868,597	10,154,848	581,196	85,503	119,001,171
WEST VIRGINIA	0	523,543	537,787	398,623	0	202,087	1,986,695	1,294,277	80,188	5,003,200
WISCONSIN	5,795,760	6,328,574	1,003,285	676,950	0	679,217	6,235,257	3,643,920	102,500	24,465,463
WYOMING	0	98,832	192,733	177,922	0	202,087	450,992	169,824	57,295	1,349,885
TOTAL	\$1,690,516,497	\$2,022,929,672	\$51,972,538	\$65,151,278	\$118,006,669	\$50,691,871	\$396,177,418	\$69,344,222	\$4,349,339	\$4,467,139,504

NOTES: Obligations do not include Program Management Oversight.

Non-urbanized Area Formula obligations do not include \$3,147,692 for Intercity Bus Program Reserve. Non-urbanized Area Formula capital includes Project Administration, State Administration, and Planning.

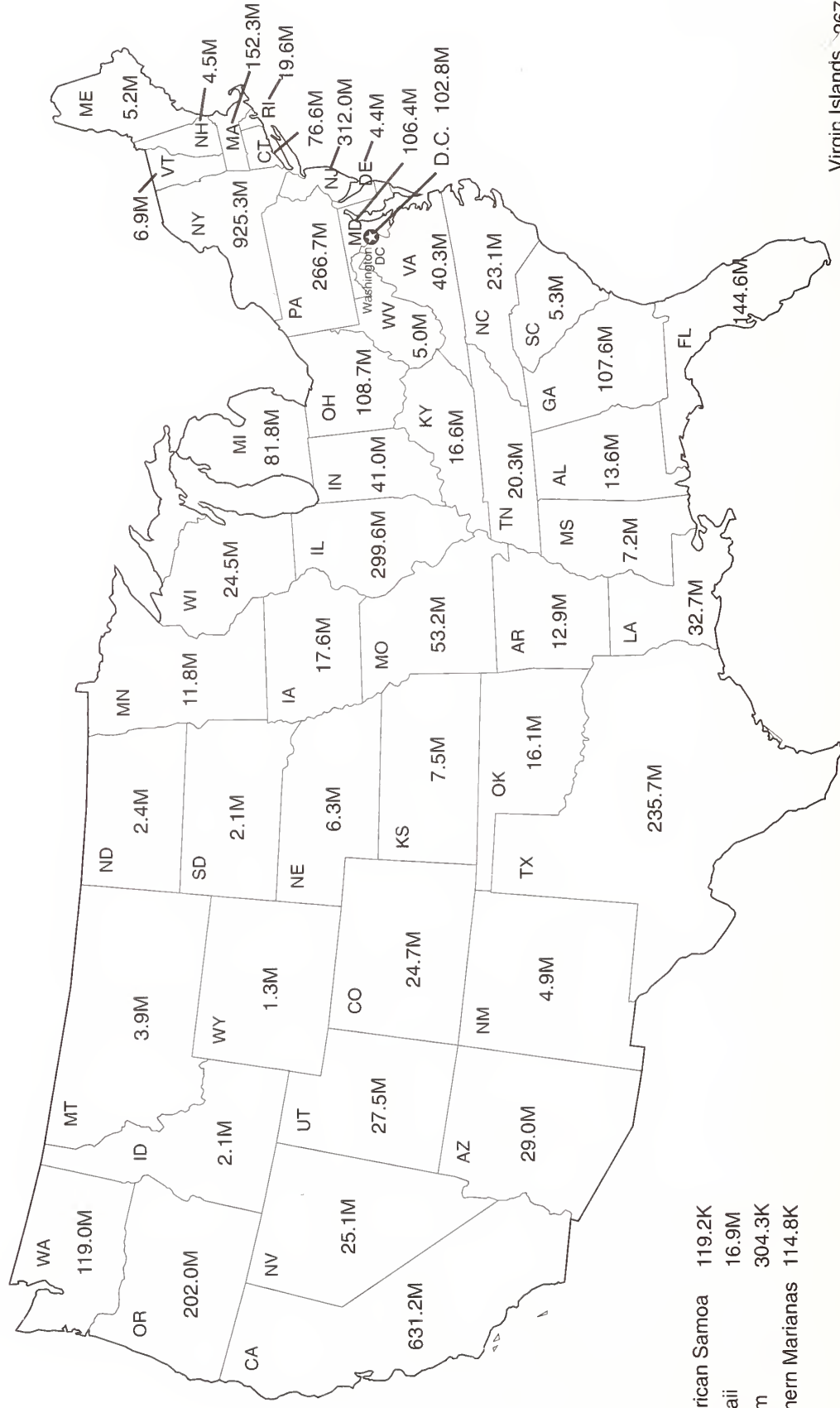
Washington, DC Metro Rail capital funds of \$199 million are not included.

Capital obligations for Urbanized Area Formula Program and Interstate Substitute include Planning.

FY 1996

Figure 3

TOTAL OF GRANT AMOUNTS AWARDED TO EACH STATE



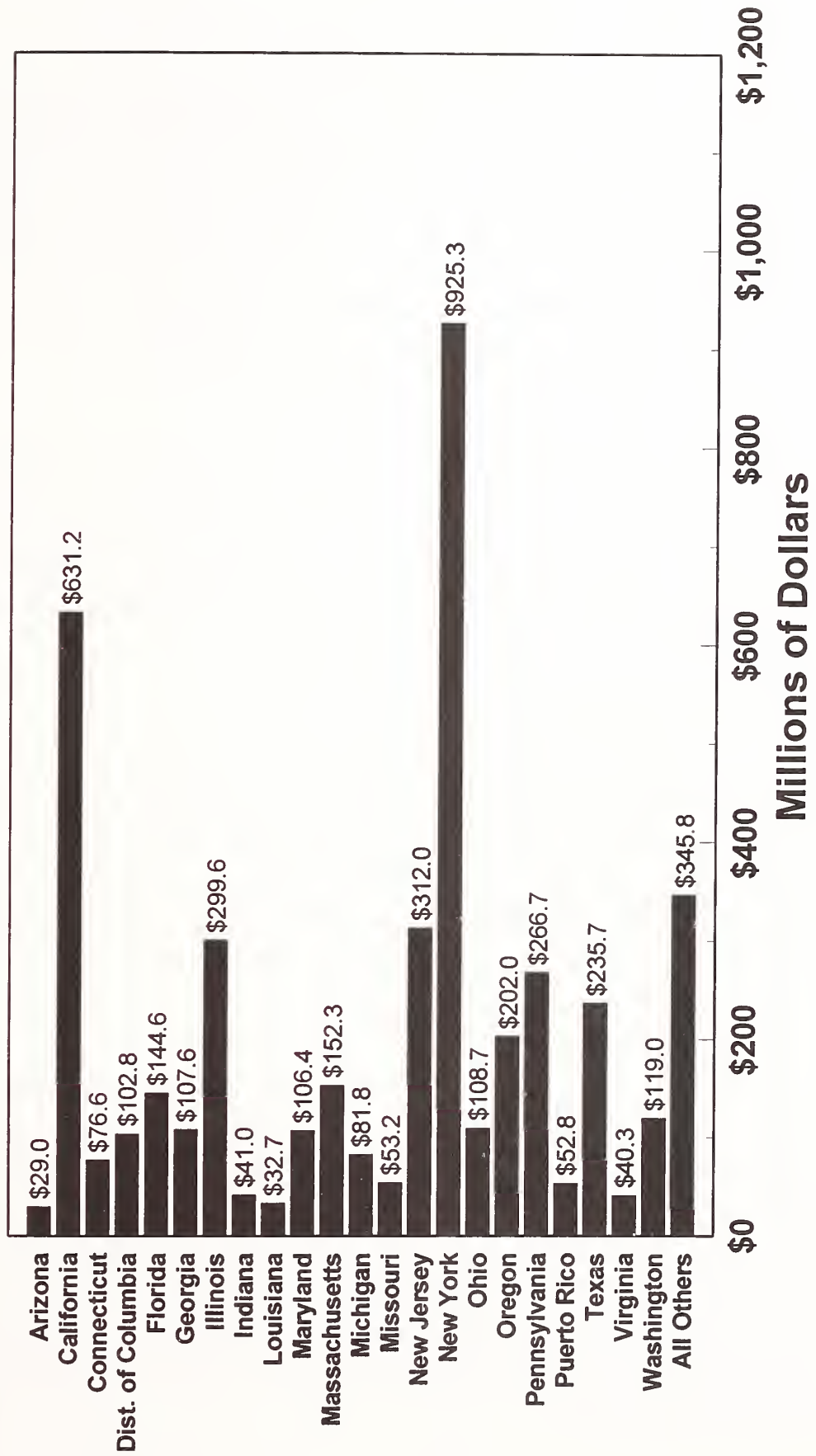
American Samoa 119.2K
Hawaii 16.9M
Guam 304.3K
Northern Marianas 114.8K

Virgin Islands 267.4K
Puerto Rico 52.8M

Note: Washington, D.C. Metro Rail (\$199.0 M)
not included

Figure 3A

FY 1996 Obligations for Capital, Operating, and Planning (All Programs)



CAPITAL PROGRAM (SECTION 5309)

The Section 5309 program provides funding for the establishment of new rail or busway projects (new systems), the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems. The enactment of ISTEA in 1991 significantly changed the allocation method for fixed guideway modernization funds. Capital assistance grants made to states and local agencies are funded up to 80% of the net project costs, unless the grant recipient requests a lower Federal grant percentage. Section 5309 funds are provided solely from the Federal motor fuel tax, (one and one-half cents) deposited in the mass transit account of the Highway Trust Fund. In FY 1996, the Section 5309 obligations totaled \$1.7 billion, a decrease of \$0.9 billion compared to FY 1995. The total number of buses and related vehicles budgeted in FY 1996 was 937, or 595 fewer than budgeted in FY95.

Three categories comprise the Section 5309 program: 1) Bus and Bus Related; 2) Fixed Guideway Modernization; and 3) New Systems. Under the provisions of the ISTEA legislation, 40% of the Section 3 funds are to be available for fixed guideway modernization; 40% for the construction of new fixed guideway systems or extensions to fixed guideway systems; and 20% for the replacement, rehabilitation, and the purchase of buses and related equipment and the construction of bus-related facilities. Additional information about the three categories is provided below:

BUS AND BUS RELATED

This category includes acquisition of bus and rolling stock and ancillary equipment, and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, bus terminals and the like). In FY 1996, the bus allocation was \$330.5 million. The Conference Report accompanying the 1996 DOT Appropriations Act earmarked all the fiscal year 1996 bus funds to specified states or localities for bus and bus-related projects. At least 5.5% of Section 5309 funds must be used in non-urbanized areas. In FY 1996, the Section 5309 obligations for bus were \$286.0 million, a decrease of \$263.3 million from FY 1995.

FIXED GUIDEWAY MODERNIZATION

Fixed guideway modernization funding is allocated by a formula consisting of four tiers. Statutory percentages are established to allocate the first \$497.7 million (1st and 2nd tier) to 11 legislatively specified fixed guideway areas. The next \$70 million is allocated by the urbanized formula program fixed guideway tier factors, with 50% (\$35 million) going to the 11 urbanized areas and 50% (\$35 million) to all other urbanized areas with fixed guideways at least seven years old. Any remaining funds are allocated to all urbanized areas as a whole using the urbanized formula fixed guideway tier factors. Typically funded are infrastructure improvements such as track and right of way rehabilitation, station modernization, rolling stock renewal, safety-related improvements, signal and power modernization. In FY 1996, the Section 5309 obligations for fixed guideway modernization were \$639.6 million, down \$158.0 million from the previous fiscal year.

NEW SYSTEMS

New systems funding is allocated on a discretionary basis and projects must compete for funding using specific criteria including alternative analysis to justify the level of investment involved when starting a new fixed guideway system. Funding for new systems projects is earmarked annually by Congress. In FY 1996, the obligations for Section 5309 new systems were \$764.9 million, down \$496.7 million from FY 1995.

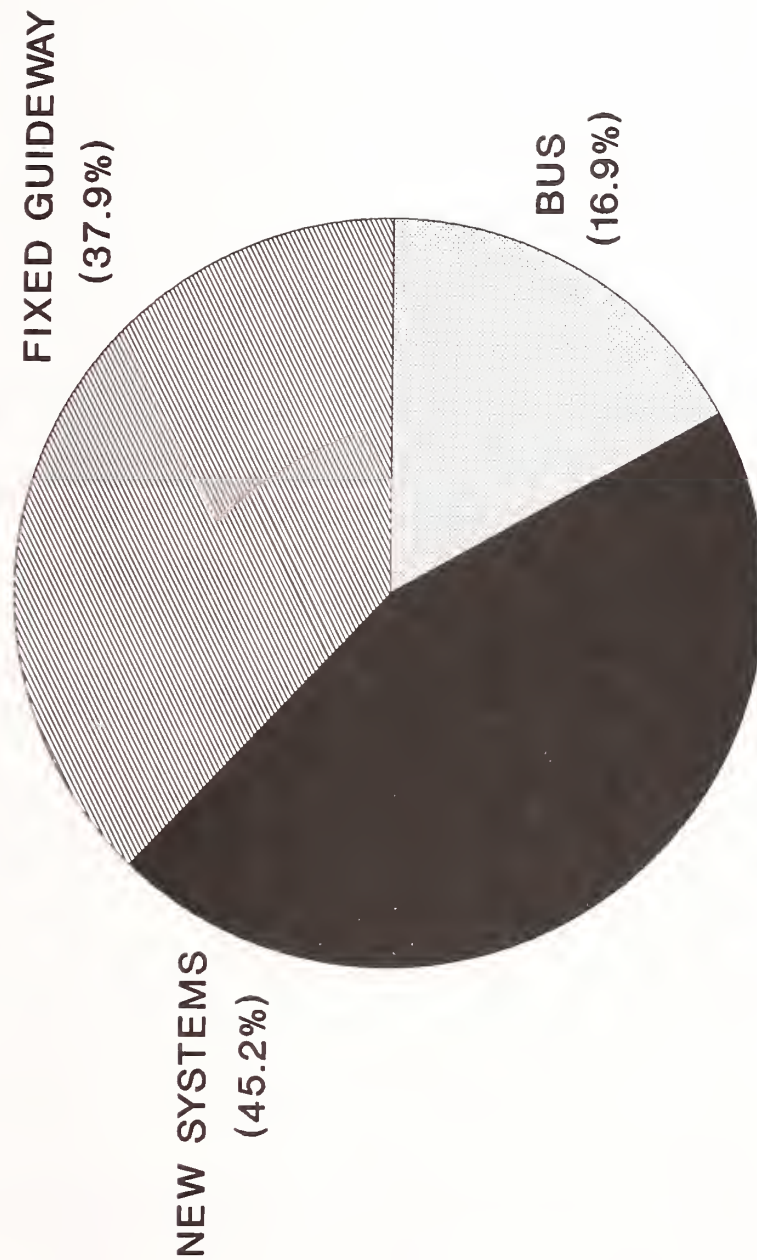
TABLE 4
FY 1996
CAPITAL PROGRAM OBLIGATIONS
BY STATE AND BY CATEGORY

	STATE	FIXED GUIDEWAY			TOTAL
		BUS	MOD	NEW SYSTEMS	
Region 1	CONNECTICUT	\$0	\$33,365,560	\$0	\$33,365,560
	MAINE	433,612	0	0	433,612
	MASSACHUSETTS	1,985,000	46,806,424	19,951,636	68,743,060
	RHODE ISLAND	3,312,000	1,108,260	0	4,420,260
	VERMONT	380,000	0	0	380,000
Region 2	NEW JERSEY	12,406,250	66,673,168	100,844,433	179,923,851
	NEW YORK	11,310,598	226,842,214	125,576,948	363,729,760
Region 3	DELAWARE	1,339,875	0	0	1,339,875
	DISTRICT OF COL.	0	13,984,659	0	13,984,659
	MARYLAND	1,500,000	12,788,262	37,270,757	51,559,019
	PENNSYLVANIA	38,972,693	77,647,466	45,097,753	161,717,912
	VIRGINIA	0	846,373	0	846,373
Region 4	FLORIDA	17,368,750	5,534,402	10,870,045	33,773,197
	GEORGIA	0	0	60,273,112	60,273,112
	NORTH CAROLINA	3,600,000	0	0	3,600,000
	PUERTO RICO	2,500,000	2,125,828	7,409,854	12,035,682
Region 5	ILLINOIS	18,821,522	87,834,802	14,226,919	120,883,243
	INDIANA	5,843,181	5,882,400	0	11,725,581
	MICHIGAN	20,999,325	420,761	219,174	21,639,260
	OHIO	13,928,124	11,497,771	5,011,011	30,436,906
	WISCONSIN	5,795,760	0	0	5,795,760
Region 6	ARKANSAS	5,283,500	0	0	5,283,500
	LOUISIANA	5,955,000	4,690,547	0	10,645,547
	NEW MEXICO	2,250,000	0	0	2,250,000
	TEXAS	12,578,913	946,000	49,708,871	63,233,784
Region 7	IOWA	7,030,275	0	0	7,030,275
	KANSAS	768,000	0	0	768,000
	MISSOURI	5,495,850	0	10,373,795	15,869,645
Region 8	ARIZONA	0	430,648	0	430,648
	COLORADO	2,440,624	348,696	0	2,789,320
	NEVADA	16,872,500	0	0	16,872,500
	UTAH	1,736,875	0	9,642,195	11,379,070
Region 9	CALIFORNIA	45,991,305	28,920,989	137,272,591	212,184,885
	HAWAII	0	686,448	0	686,448
Region 10	ALASKA	2,000,000	0	0	2,000,000
	OREGON	5,913,250	817,199	128,575,779	135,306,228
	WASHINGTON	11,153,868	9,406,097	2,620,000	23,179,965
TOTAL		\$285,966,650	\$639,604,974	\$764,944,873	\$1,690,516,497

NOTES: Table does not include Program Management Oversight (PMO) obligations.
\$32,924,800 of Fixed Guideway for Connecticut is Region 2.
\$4,663,104 of Fixed Guideway for New Jersey is Region 3.
\$1,397,684 of Pennsylvania Fixed Guideway total is for Wilmington, DE.

FY 1996
CAPITAL PROGRAM OBLIGATIONS
(BY CATEGORY)

Figure 4



FY 1996 OBLIGATIONS FOR CAPITAL PROGRAM BY CATEGORY AND BY POPULATION GROUP

NOTE: Bus Purchases by Type and by Population Group include purchases made with Fixed Guideway funds: 3 std. buses (\$686,448) for Honolulu, HI; 1 std. bus (\$297,036) for Denver, CO; 1 std. bus (\$188,097) for Tacoma, WA; 4 trolleys (\$1,254,452) for Dayton, OH; 7 small buses (\$946,000) for Dallas, TX; and supplemental funds for std. buses (\$2,856,000) for Houston, TX.

TABLE 5
CAPITAL OBLIGATIONS FOR BUS AND BUS RELATED EXPENDITURES
BY URBANIZED AND RURAL AREA

Page 1 of 2

	OVER 1 MILLION POPULATION	FY 1996 AMOUNT
Region 2	NEW YORK, NY	\$6,838,350
	NORTHEASTERN, NJ	12,406,250
Region 3	PHILADELPHIA, PA	20,961,811
	PITTSBURGH, PA	14,002,545
	WASHINGTON, DC-MD-VA	1,500,000
Region 4	MIAMI, FL	9,925,000
	SAN JUAN, PR	2,500,000
Region 5	CHICAGO, IL	7,607,512
	CINCINNATI, OH	4,139,367
	CLEVELAND, OH	2,627,750
	DETROIT, MI	9,000,000
	MILWAUKEE, WI	5,795,760
Region 6	NEW ORLEANS, LA	5,955,000
Region 7	KANSAS CITY, MO	2,022,100
	ST. LOUIS, MO	3,473,750
Region 9	LOS ANGELES, CA	11,840,000
	SAN DIEGO, CA	288,000
	SAN FRANCISCO, CA	8,794,030
Region 10	PORTLAND, OR	248,125
	SEATTLE, WA	5,791,368
	TOTAL	\$135,716,718

	200,000 - 1 MILLION POPULATION	FY 1996 AMOUNT
Region 1	PROVIDENCE, RI	\$3,312,000
	WORCESTER, MA	1,985,000
Region 2	BUFFALO, NY	800,000
	ROCHESTER-GENESSEE, NY	694,748
Region 3	WILMINGTON, DE	1,339,875
Region 4	ORLANDO, FL	4,218,125
	PALM BEACH, FL	1,985,000
	RALEIGH-DURHAM, NC	3,600,000
	S. DAYTONA BEACH, FL	1,240,625
Region 5	AKRON, OH	2,252,241
	COLUMBUS, OH	4,620,766
	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	2,873,400
	FLINT, MI	2,999,831
	LANSING, MI	2,074,325
	ROCKFORD, IL	524,040
Region 6	ALBUQUERQUE, NM	1,750,000
	CORPUS CHRISTI, TX	2,431,624
	EL PASO, TX	10,147,289
	LITTLE ROCK, AR	3,100,000
Region 8	LAS VEGAS, NV	16,872,500
	SALT LAKE CITY, UT	1,736,875
Region 9	OXNARD-VENTURA, CA	595,500
	STOCKTON, CA	5,240,400
Region 10	ANCHORAGE, AK	2,000,000
	TACOMA, WA	4,962,500
	TOTAL	\$83,356,664

50,000 - 200,000 POPULATION		FY 1996 AMOUNT
Region 1	SOUTH PORTLAND, ME	\$368,000
Region 2	UTICA-ROME, NY	2,977,500
Region 3	READING, PA	1,300,000
Region 5	BATTLE CREEK, MI	680,000
	BAY CITY, MI	1,600,000
	CHAMPAIGN, IL	3,430,712
	DECATUR, IL	524,040
	JACKSON, MI	891,569
	KALAMAZOO, MI	69,200
	PORT HURON, MI	506,400
	SPRINGFIELD, IL	1,064,953
Region 6	PINE BLUFF, AR	178,880
Region 7	CEDAR RAPIDS, IA	450,000
	TOPEKA, KS	768,000
Region 8	FORT COLLINS, CO	868,440
	GREELEY, CO	372,184
	PUEBLO, CO	200,000
Region 9	FAIRFIELD, CA	363,000
	SANTA BARBARA, CA	3,000,000
	SANTA CRUZ, CA	2,488,750
	SANTA ROSA, CA	272,000
Region 10	EUGENE, OR	645,125
	SALEM, OR	4,800,000
TOTAL		\$27,818,753

RURAL AREAS - UNDER 50,000 POPULATION		FY 1996 AMOUNT
Region 1	MAINE STATE	\$65,612
	RUTLAND, VT	380,000
Region 3	BEAVER CO., PA	2,431,625
	JOHNSONBURG, PA	276,712
Region 5	BRUNSWICK, OH	288,000
	INDIANA STATE	5,843,181
	MADISON CO., IL	2,272,825
	MICHIGAN STATE	3,178,000
	QUINCY, IL	524,040
Region 6	ARKANSAS STATE	2,004,620
	TAOS, NM	500,000
Region 7	IOWA STATE	6,580,275
Region 8	VAIL, CO	1,000,000
Region 9	LAKE TAHOE, CA	1,944,000
	SAN GABRIEL VALLEY, CA	9,676,875
	WOODLAND, CA	1,488,750
Region 10	ALBANY, OR	220,000
	EDMONDS, WA	400,000
TOTAL		\$39,074,515

GRAND TOTAL \$285,966,650

TABLE 5-1

**CAPITAL FUNDS OBLIGATED IN FY 1996 FOR FIXED GUIDEWAY MODERNIZATION AND NEW SYSTEMS
AREAS UNDER 1 MILLION POPULATION**

<u>URBANIZED AREA</u>	<u>FIXED GUIDEWAY MOD</u>	<u>NEW SYSTEMS</u>	<u>TOTAL</u>
Region 1 HARTFORD, CT	\$440,760	\$0	\$440,760
PROVIDENCE, RI	1,108,260	0	1,108,260
Region 3 WILMINGTON, DE	1,397,684	0	1,397,684
Region 5 DAYTON, OH	1,302,116	0	1,302,116
Region 8 SALT LAKE CITY, UT	0	9,642,195	9,642,195
Region 9 HONOLULU, HI	686,448	0	686,448
Region 10 TACOMA, WA	879,097	0	879,097
STATE OF WASHINGTON	1,000,000	0	1,000,000
TOTAL	\$6,814,365	\$9,642,195	\$16,456,560

NOTES: The funds for Honolulu were used to purchase 3 replacement buses for the transit mall bus lines.
 \$188,097 of the funds for Tacoma were used to purchase 1 40' bus for busway operated by Pierce Transit.
 \$1,254,452 of the funds for Dayton, OH were used to purchase 4 trolley buses for the electric trolley system.

TABLE 6
FY 1996 CAPITAL PROGRAM OBLIGATIONS BY BUS CATEGORY AND POPULATION GROUP

Page 1 of 2

Page 1 of 2													
	URBANIZED OR RURAL AREA	NO OF STD BUSES	AMOUNT	NO OF MED BUSES	AMOUNT	NO OF SMALL BUSES	AMOUNT	NO OF VANS	AMOUNT	BUS OTHER	BUS FACILITY	TOTAL AMOUNT	TOTAL BUSES
OVER 1 MILLION POP.													
Region 2	NEW YORK, NY	9	\$2,308,000	0	\$0	0	\$0	0	\$0	\$3,654,500	\$875,850	\$6,838,350	9
	NORTHEASTERN, NJ	0	0	0	0	0	0	0	0	0	12,406,250	12,406,250	0
Region 3	PHILADELPHIA, PA	57	7,443,750	0	0	10	1,488,750	0	0	100,000	11,929,311	20,961,811	67
	PITTSBURGH, PA	0	0	0	0	0	0	0	0	14,002,545	0	14,002,545	0
	WASH., DC-MD-VA	0	0	0	0	0	0	0	0	136,364	1,363,636	1,500,000	0
Region 4	MIAMI, FL	44	7,944,448	0	0	4	204,600	0	0	1,775,952	0	9,925,000	48
	SAN JUAN, PR	0	0	0	0	0	0	0	0	2,500,000	0	2,500,000	0
Region 5	CHICAGO, IL	7	1,475,600	0	0	0	0	0	0	6,131,912	0	7,607,512	7
	CINCINNATI, OH	21	3,945,573	0	0	4	171,296	0	0	22,498	0	4,139,367	25
	CLEVELAND, OH	0	0	6	1,379,587	0	0	0	0	7,539	1,240,624	2,627,750	6
	DETROIT, MI	0	0	0	0	0	0	0	0	9,000,000	0	9,000,000	0
	MILWAUKEE, WI	51	5,612,066	0	0	0	0	0	0	183,694	0	5,795,760	51
Region 6	NEW ORLEANS, LA	18	5,216,000	0	0	2	400,000	0	0	339,000	0	5,955,000	20
Region 7	KANSAS CITY, MO	0	0	0	0	7	448,000	8	320,000	14,100	1,240,000	2,022,100	15
	ST. LOUIS, MO	13	3,435,370	0	0	0	0	0	0	38,380	0	3,473,750	13
Region 9	LOS ANGELES, CA	0	0	0	0	0	0	0	0	8,869,328	2,970,672	11,840,000	0
	SAN DIEGO, CA	0	0	0	0	0	0	0	0	288,000	0	288,000	0
	SAN FRANCISCO, CA	16	3,628,288	10	2,381,070	0	0	38	1,079,003	1,705,669	0	8,794,030	64
Region 10	PORTLAND, OR	0	0	0	0	2	248,125	0	0	0	0	248,125	2
	SEATTLE, WA	0	0	0	0	0	0	0	0	5,791,368	0	5,791,368	0
	SUB-TOTAL	236	\$41,009,095	16	\$3,760,657	29	\$2,960,771	46	\$1,399,003	\$54,560,849	\$32,026,343	\$135,716,718	327
200,000 - 1 MILLION POP.													
Region 1	PROVIDENCE, RI	0	\$0	0	\$0	0	\$0	0	\$0	\$3,312,000	\$0	\$3,312,000	0
	WORCESTER, MA	0	0	0	0	0	0	0	0	1,985,000	0	1,985,000	0
Region 2	BUFFALO, NY	0	0	0	0	0	0	0	0	0	800,000	800,000	0
	ROCHESTER-GEN, NY	0	0	0	0	13	694,748	0	0	0	0	694,748	13
Region 3	WILMINGTON, DE	4	773,679	0	0	3	566,196	0	0	0	0	1,339,875	7
Region 4	ORLANDO, FL	17	4,112,725	0	0	0	0	0	0	105,400	0	4,218,125	17
	PALM BEACH, FL	0	0	0	0	0	0	0	0	0	1,985,000	1,985,000	0
	RALEIGH-DURHAM, NC	0	0	0	0	0	0	0	0	800,000	2,800,000	3,600,000	0
	S. DAYTONA BEACH, FL	0	0	0	0	0	0	0	0	0	1,240,625	1,240,625	0
Region 5	AKRON, OH	0	0	10	2,240,000	0	0	0	0	12,241	0	2,252,241	10
	COLUMBUS, OH	19	3,800,000	0	0	5	800,000	0	0	20,766	0	4,620,766	24
	DAYPT-RK ISLD-MOLINE	5	873,400	0	0	0	0	0	0	0	2,000,000	2,873,400	5
	FLINT, MI	8	2,999,831	0	0	0	0	0	0	0	0	2,999,831	8
	LANSING, MI	0	0	0	0	0	0	0	0	2,074,325	0	2,074,325	0
	ROCKFORD, IL	0	0	3	524,040	0	0	0	0	0	524,040	524,040	3
Region 6	ALBUQUERQUE, NM	0	0	0	0	0	0	0	0	1,750,000	0	1,750,000	0
	CORPUS CHRISTI, TX	0	0	0	0	0	0	0	0	2,031,624	400,000	2,431,624	0
	EL PASO, TX	0	0	0	0	0	0	0	0	714,689	269,400	10,147,289	56
	LITTLE ROCK, AR	0	0	0	0	0	0	0	0	0	3,100,000	3,100,000	0
Region 8	LAS VEGAS, NV	0	0	0	0	0	0	0	0	0	16,872,500	16,872,500	0
	SALT LAKE CITY, UT	9	1,706,875	0	0	0	0	0	0	30,000	0	1,736,875	9
Region 9	OXNARD-VENTURA, CA	0	0	0	0	0	0	0	0	0	595,500	595,500	0
	STOCKTON, CA	7	1,456,000	8	1,664,000	17	2,120,400	0	0	0	0	5,240,400	32
Region 10	ANCHORAGE, AK	9	2,000,000	0	0	0	0	0	0	0	0	2,000,000	9
	TACOMA, WA	0	0	0	0	0	0	0	0	4,962,500	0	4,962,500	0
	SUB-TOTAL	78	\$17,722,510	21	\$4,428,040	74	\$12,099,544	20	\$1,245,000	\$15,724,220	\$32,137,350	\$83,356,664	193

URBANIZED OR RURAL AREA	NO. OF STD BUSES	AMOUNT	NO. OF MED BUSES	AMOUNT SMALL BUSES	NO. OF VANS	AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL AMOUNT	TOTAL BUSES
50,000-200,000 POP.										
Region 1 S. PORTLAND, ME	0	\$0	0	\$0	2	\$368,000	\$0	\$0	\$368,000	2
Region 2 UTICA-ROME, NY	12	2,201,500	1	124,000	4	572,000	80,000	0	2,977,500	17
Region 3 READING, PA	0	574,785	0	725,215	0	0	0	0	1,300,000	0
Region 5 BATTLE CREEK, MI	0	0	5	680,000	0	0	0	0	680,000	5
BAY CITY, MI	0	0	10	1,600,000	0	0	0	0	1,600,000	10
CHAMPAIGN, IL	9	1,573,112	0	0	0	692,800	0	1,164,800	3,430,712	24
DECATUR, IL	3	524,040	0	0	0	0	0	0	524,040	3
JACKSON, MI	5	891,569	0	0	0	0	69,200	0	891,569	5
KALAMAZOO, MI	0	0	0	0	0	0	0	0	69,200	0
PORT HURON, MI	0	0	2	506,400	0	0	0	0	506,400	2
SPRINGFIELD, IL	5	1,064,953	0	0	0	0	0	0	1,064,953	5
PINE BLUFF, AR	0	0	0	0	1	178,880	0	0	178,880	1
CEDAR RAPIDS, IA	0	0	0	0	0	0	450,000	0	450,000	0
TOPEKA, KS	0	0	0	0	0	0	0	768,000	768,000	0
FORT COLLINS, CO	1	176,738	4	691,702	0	0	0	0	868,440	5
GREELEY, CO	0	0	0	0	2	363,540	8,644	0	372,184	2
PUEBLO, CO	0	0	0	0	0	0	0	200,000	200,000	0
FAIRFIELD, CA	0	0	0	0	0	89,000	274,000	0	363,000	2
SANTA BARBARA, CA	0	0	0	0	0	0	3,000,000	0	3,000,000	0
SANTA CRUZ, CA	0	0	0	0	0	0	2,488,750	0	2,488,750	0
SANTA ROSA, CA	0	0	0	0	0	240,000	32,000	0	272,000	6
EUGENE, OR	0	0	0	0	0	0	645,125	0	645,125	0
SALEM, OR	0	0	0	0	0	0	1,413,825	3,386,175	4,800,000	0
SUB TOTAL	35	\$7,006,697	22	\$4,327,317	9	\$1,482,420	\$8,461,544	\$5,518,975	\$27,818,753	89
UNDER 50,000 POP. AND RURAL AREAS										
Region 1 MAINE STATE	0	\$0	0	\$0	1	\$65,612	\$0	\$0	\$65,612	1
RUTLAND, VT	0	0	0	0	6	380,000	0	0	380,000	6
Region 3 BEAVER CO, PA	0	0	0	0	0	0	2,431,625	0	2,431,625	0
JOHNSONBURG, PA	0	0	0	0	10	276,712	0	0	276,712	10
Region 5 BRUNSWICK, OH	0	0	0	0	2	288,000	0	0	288,000	2
INDIANA STATE	13	2,789,307	2	400,000	23	2,439,495	162,316	0	5,843,181	41
MADISON CO, IL	0	0	13	2,272,825	0	0	0	0	2,272,825	13
MICHIGAN STATE	0	0	0	0	49	2,565,950	69,100	0	3,178,000	64
QUINCY, IL	0	0	6	524,040	0	0	0	0	524,040	6
Region 6 ARKANSAS STATE	0	0	0	0	17	659,930	132,780	343,760	2,004,620	57
TAOS, NM	0	0	0	0	5	265,600	124,900	68,000	500,000	7
Region 7 IOWA STATE	3	570,175	11	1,728,081	4	363,540	1,402,545	72,000	6,580,275	92
Region 8 VAIL, CO	0	0	5	964,800	0	0	35,200	0	1,000,000	5
Region 9 LAKE TAHOE, CA	0	0	0	0	0	0	568,252	1,375,748	1,944,000	0
SAN GABRIEL VLLY, CA	0	0	0	0	0	0	1,650,000	8,026,875	9,676,875	0
WOODLAND, CA	6	1,488,750	0	0	0	0	0	0	1,488,750	6
ALBANY, OR	0	0	0	0	2	220,000	0	0	220,000	2
EDMONDS, WA	0	0	0	0	0	0	0	400,000	400,000	0
SUB-TOTAL	22	\$4,848,232	37	\$5,889,746	119	\$7,524,839	\$6,576,718	\$10,286,383	\$39,074,515	312
GRAND TOTAL	371	\$70,586,534	96	\$18,405,760	231	\$24,067,574	\$85,323,331	\$79,969,051	\$285,966,650	921

NOTES: \$1,300,000 for Reading, PA is supplemental funding for bus purchase.
Number of standard buses includes 5 articulated buses (\$1,128,710) for Miami, FL.

URBANIZED AREA FORMULA PROGRAM (SECTION 5307)

Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's major transit assistance program in FY 1984. The Section 5307 urbanized area formula program provides funding for capital and planning at 80 percent and for operating up to 50 percent. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for transit improvements for 34 urbanized areas over 1 million population, 91 urbanized areas with populations between 200,000 and 1 million, and 280 urbanized areas between 50,000 and 200,000 population. For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds are apportioned to the Governor of each state for distribution.

In FY 1996, a total of \$2.4 billion of Section 5307 funds was obligated, down \$800 million from the record high of \$3.2 billion in FY 1995. Of this amount, \$1.95 billion or 80.6 percent was used for capital; \$416.7 million or 17.2 percent for operating; and \$53.7 million or 2.2 percent for planning assistance. The total number of vehicles budgeted was 4,163. There were also 295 buses that were rehabilitated for \$8.2 million. The obligations for operating fell to almost half of the level sustained for the last eight years. As a group, the urbanized areas with population over 1 million were the largest recipients. These areas received a total of \$1.9 billion or 79 percent of the Section 5307 funds.

As in previous years, flexible funds transferred from FHWA had an impact on the availability of funds for obligation. In FY 1996, a total of \$645.6 million was transferred to the urbanized area formula program. The total flexible funds obligated for this program were \$572.0 million, some of which was drawn from the flexible carryover funds. Of the total obligations for capital (planning included), about 29 percent represents flexible funds. The program sources of these obligations are: Congestion Mitigation and Air Quality (CMAQ), \$325.8 million (57 percent); and Surface Transportation Program (STP), \$240.1 million (42 percent) and FHWA earmarks \$6.1 million (1 percent).

TABLE 7

**FY 1996 SUMMARY OF URBANIZED AREA FORMULA OBLIGATIONS
BY CATEGORY AND BY POPULATION GROUP**

ACTIVITY	34 URBANIZED AREAS OVER 1 MILLION	91 URBANIZED AREAS 200,000 - 1,000,000	280 URBANIZED AREAS 50,000 - 200,000	TOTAL AMOUNT 405 URBANIZED AREAS
BUS PURCHASES	\$338,266,151	\$115,507,745	\$39,485,277	\$493,259,173
BUS OTHER	282,474,914	102,696,619	41,107,092	426,278,625
BUS MAINTENANCE FACILITY	109,855,720	17,872,014	8,126,205	135,853,939
SUB-TOTAL	\$730,596,785	\$236,076,378	\$88,718,574	\$1,055,391,737
FIXED GUIDEWAY MOD	\$705,369,660	\$28,452,375	\$14,151,062	\$747,973,097
PLANNING	33,264,816	16,184,525	4,220,553	53,669,894
NEW SYSTEMS	144,609,522	761,276	0	145,370,798
OPERATING	245,416,539	76,075,539	95,209,486	416,701,564
GRAND TOTAL	\$1,859,257,322	\$357,550,093	\$202,299,675	\$2,419,107,090

PURCHASES BY TYPE

BUS PURCHASES:		
40' BUS	1,569	\$297,899,924
35' BUS	297	51,315,373
30' BUS	127	16,658,280
<30' BUS	747	48,241,123
ARTICULATED	18	5,358,278
VAN	1,063	33,043,942
SEDAN/STATION WAGON	45	739,280
TROLLEY BUS	23	4,884,958
USED BUS	33	1,457,151
COMMUTER	60	16,105,290
INTERCITY	35	9,130,364
LEASED BUS:	144	981,799
FERRY BOAT PURCHASES:	2	7,443,411
TOTAL VEHICLES	4,163	\$493,259,173

PURCHASES BY POPULATION GROUP

OVER 1 MILLION	2,536
200,000 - 1 MILLION	1,065
50,000 - 200,000	562
TOTAL VEHICLES	3,601

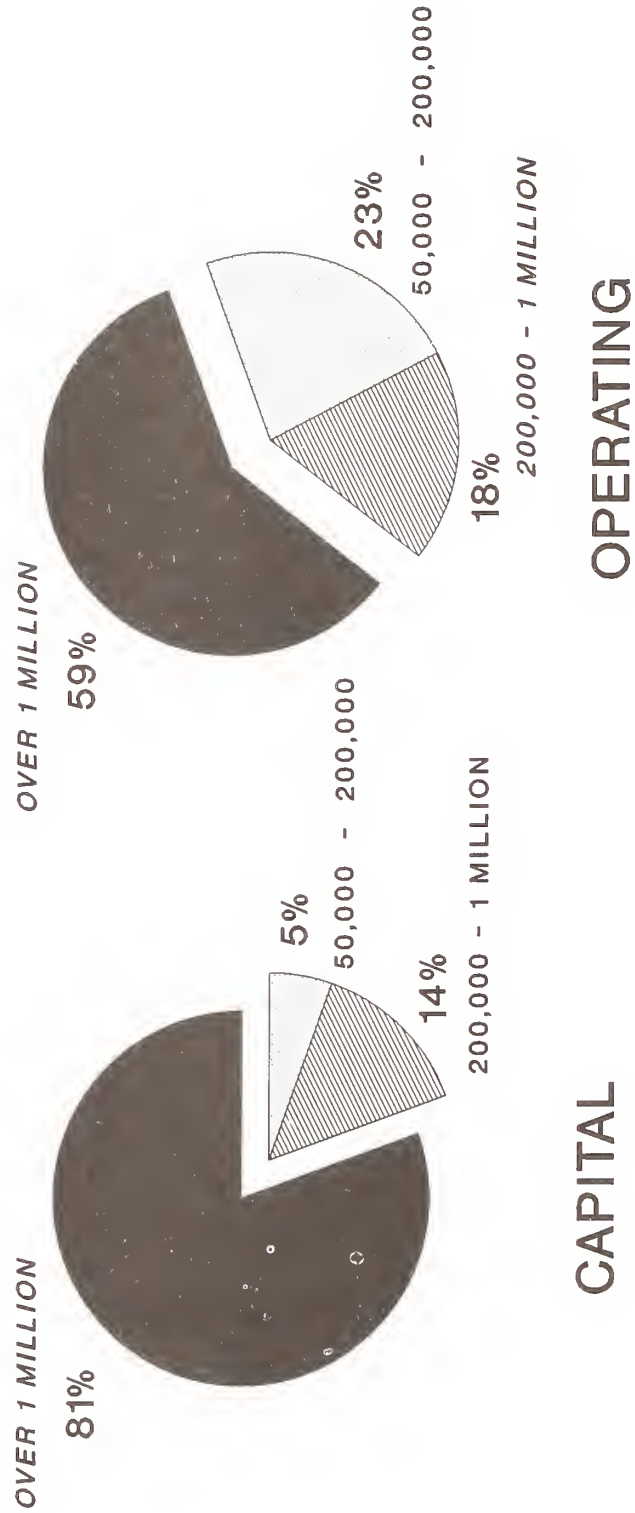
NEW SYSTEMS

CHICAGO, IL	\$188,345
CINCINNATI, OH	7,095,000
DALLAS-FT. WORTH, TX	21,135,060
JACKSONVILLE, FL	761,276
KANSAS CITY, KS-MO	48,000
LOS ANGELES, CA	54,777,000
PORTLAND-VANCOUVER, OR-WA	30,944,793
SAN FRANCISCO, CA	4,008,000
SAN JOSE, CA	15,034,000
SAN JUAN, PR	10,579,324
SEATTLE, WA	800,000
TOTAL	\$145,370,798

NOTE: One of the articulated buses purchased is an articulated trolley bus (\$100,000).

FY 1996 URBANIZED AREA FORMULA OBLIGATIONS
CAPITAL AND OPERATING
 (BY POPULATION GROUP)

Figure 7



CAPITAL INCLUDES PLANNING

03/20/97

Table 7-1

FTA FY1996 USE OF SECTION 5307 FORMULA FUNDS

Region	Urbanized Area (UZA) Name	Bus					Capital					New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated	
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Total								
I	More Than 1,000,000 Population:															
	BOSTON, MA	1,051,344	(8)	0	80,948	1,132,292	48,175,172	0	49,307,464	8,769,736	58,077,200					
	Subtotals - More Than 1,000,000 Population	1,051,344	(8)	0	80,948	1,132,292	48,175,172	0	49,307,464	8,769,736	58,077,200					
	200,000 to 1,000,000 Population:															
J	BRIDGEPORT-MILFORD, CT	1,386,892	(26)	1,153,120	831,524	3,371,536	0	120,000	3,491,536	966,280	4,457,816					
	HARTFORD-MIDDLETOWN, CT	0	(0)	0	2,083,200	2,083,200	0	200,000	2,283,200	1,092,469	3,375,669					
	LAWRENCE-HAVERHILL, MA-NH (MA)	194,400	(5)	0	256,000	450,400	0	80,000	530,400	1,033,158	1,563,558					
	LAWRENCE-HAVERHILL, MA-NH (NH)	0	(0)	0	0	0	0	0	0	0	0					
	NEW HAVEN-MERIDEN, CT	903,952	(27)	0	326,848	1,230,800	0	0	1,230,800	1,063,941	2,294,741					
	PROVIDENCE-PAWTUCKET, RI-MA (MA)	180,000	(8)	0	80,000	260,000	0	48,000	308,000	235,808	543,808					
	PROVIDENCE-PAWTUCKET, RI-MA (RI)	360,000	(2)	0	1,960,000	2,320,000	0	499,200	2,819,200	2,960,115	5,779,315					
	SPRINGFIELD, MA-CT (CT)	0	(0)	0	0	0	0	0	0	59,402	59,402					
	SPRINGFIELD, MA-CT (MA)	2,400,000	(32)	194,056	2,202,992	4,797,048	0	153,388	4,950,436	876,117	5,826,553					
	WORCESTER, MA-CT (CT)	0	(0)	0	0	0	0	0	0	0	0					
	WORCESTER, MA-CT (MA)	1,079,600	(20)	68,000	2,862,496	4,010,096	0	207,176	4,217,272	614,935	4,832,207					
	I	Subtotals - 200,000 to 1,000,000 Population	6,504,844	(120)	1,415,176	10,603,060	18,523,080	0	1,307,764	19,830,844	8,902,225	28,733,069				
50,000 to 200,000 Population:																
CONNECTICUT - GOVERNORS APPORTIONMENT		1,064,880	(39)	3,040,000	487,016	4,591,896	2,420,000	40,000	7,051,896	1,232,802	8,284,698					
MAINE - GOVERNORS APPORTIONMENT		758,344	(12)	0	755,468	1,513,812	0	70,588	1,584,400	1,009,649	2,594,049					
MASSACHUSETTS - GOVERNORS APPORTIONMENT		888,232	(19)	141,800	2,051,178	3,081,210	40,000	112,000	3,233,210	3,895,765	7,128,975					
NEW HAMPSHIRE - GOVERNORS APPORTIONMENT		280,000	(4)	0	162,344	442,344	0	46,960	489,304	1,549,302	2,038,606					
RHODE ISLAND - GOVERNORS APPORTIONMENT		0	(0)	0	0	0	0	0	0	246,288	246,288					
VERMONT - GOVERNORS APPORTIONMENT		0	(0)	1,323,852	160,000	1,483,852	1,400,000	298,860	3,182,712	244,385	3,427,097					
Subtotals - 50,000 to 200,000 Population		2,991,456	(74)	4,505,652	3,616,006	11,113,114	3,860,000	568,408	15,541,522	8,178,191	23,719,713					

Region	Urbanized Area (UZA) Name	Capital									
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	New Systems/Planning	Total Capital	Operating Assistance	Total Obligated
		10,547,644 (202)		5,920,828	14,300,014	30,768,486	52,035,172	1,876,172	84,679,830	25,850,152	110,529,982
	Subtotals - Region I										

Region	Urbanized Area (UZA) Name	Bus					Capital			New		
		Bus Purchases	Qty	Maintenance Facilities	Bus		Total Bus	Fixed Guideway	Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
					Other	Bus						
II	More Than 1,000,000 Population:											
	NEW YORK, NY-NORTHEASTERN NJ (NJ)	19,100,000 (71)		9,000,000	17,132,875	45,232,875	37,437,428	2,760,000	85,430,303	20,356,234	105,786,537	
	NEW YORK, NY-NORTHEASTERN NJ (NY)	8,968,000 (55)		62,277,446	41,225,590	112,471,036	271,720,179	80,000	384,271,215	47,332,626	431,603,841	
	PHILADELPHIA, PA-NJ (NJ)	0 (0)	0	0	0	0	10,076,971	0	10,076,971	2,129,255	12,206,226	
	Subtotals - More Than 1,000,000 Population	28,068,000 (126)		71,277,446	58,358,465	157,703,911	319,234,578	2,840,000	479,778,489	69,818,115	549,596,604	
	200,000 to 1,000,000 Population:											
III	ALBANY-SCHENECTADY-TROY, NY	3,300,367 (13)		0	680,000	3,980,367	0	0	3,980,367	1,036,060	5,016,427	
	ALBENTOWN-BETHLEHEM-EASTON, PA-NJ (NJ)	0 (0)		0	0	0	88,167	0	88,167	51,602	139,769	
	BRIDGEPORT-MILFORD, CT	0 (0)		0	0	0	2,972,420	0	2,972,420	0	2,972,420	
	BUFFALO-NIAGARA FALLS, NY	72,000 (3)		0	3,932,000	4,004,000	4,154,172	560,000	8,718,172	2,815,198	11,533,370	
	NEW HAVEN-MERIDEN, CT	0 (0)		0	0	0	7,689,318	0	7,689,318	0	7,689,318	
	ROCHESTER, NY	4,704,732 (25)		0	480,000	5,184,732	0	0	5,184,732	1,426,222	6,610,954	
	SYRACUSE, NY	2,243,200 (8)		123,000	169,360	2,535,560	0	0	2,535,560	875,658	3,411,218	
	TRENTON, NJ-PA (NJ)	0 (0)		0	0	0	2,374,085	0	2,374,085	913,035	3,287,120	
	WILMINGTON, DE-MD-NJ-PA (NJ)	0 (0)		0	0	0	112,186	0	112,186	38,336	150,522	
	Subtotals - 200,000 to 1,000,000 Population	10,320,299 (49)		123,000	5,261,360	15,704,659	17,390,348	560,000	33,655,007	7,156,111	40,811,118	
II	50,000 to 200,000 Population:											
	CONNECTICUT - GOVERNORS APPORTIONMENT	0 (0)		0	0	0	7,738,262	140,000	7,878,262	3,647,096	11,525,358	
	NEW JERSEY - GOVERNORS APPORTIONMENT	0 (0)		0	20,790	20,790	0	150,000	170,790	1,162,152	1,332,942	
	NEW YORK - GOVERNORS APPORTIONMENT	1,544,315 (38)		22,476	961,868	2,528,659	1,864,800	16,000	4,409,459	2,825,937	7,235,396	
	Subtotals - 50,000 to 200,000 Population	1,544,315 (38)		22,476	982,658	2,549,449	9,603,062	306,000	12,458,511	7,635,185	20,093,696	
Subtotals - Region II												
		39,932,614 (213)		71,422,922	64,602,483	175,958,019	346,227,988	3,706,000	525,892,007	84,609,411	610,501,418	

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Purchases	Qty	Maintenance	Bus	Total	Fixed	Systems/ Planning	Total	Operating	Total
				Facilities	Other	Bus	Guideway		Capital	Assistance	Obligated
III	More Than 1,000,000 Population:										
	BALTIMORE, MD	5,600(3)		255,000	3,988,800	4,249,400	25,426,353	4,082,800	33,758,553	4,509,748	38,268,301
	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	2,134,000(35)		600,000	1,156,000	3,890,000	520,000	1,234,600	5,644,600	4,216,080	9,860,680
	PHILADELPHIA, PA-NJ (PA)	5,336,121(140)		0	19,144,638	24,480,759	24,770,011	0	49,250,770	12,625,449	61,876,219
	PITTSBURGH, PA	486,800(5)		961,760	12,440,281	13,888,841	1,553,600	560,000	16,002,441	4,404,258	20,406,699
	WASHINGTON, DC-MD-VA (DC)	45,215,938(270)		352,594	2,623,406	48,191,938	32,271,923	0	80,463,861	7,828,278	88,292,139
	WASHINGTON, DC-MD-VA (MD)	0(0)		0	0	0	0	0	0	0	0
	WASHINGTON, DC-MD-VA (VA)	0(0)		0	1,000,000	1,000,000	12,580,000	400,000	13,980,000	0	13,980,000
	Subtotals - More Than 1,000,000 Population	53,178,459(453)		2,169,354	40,353,125	95,700,938	97,121,887	6,277,400	199,100,225	33,583,813	232,684,038
III	200,000 to 1,000,000 Population:										
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (PA)	252,800(7)		32,000	728,000	1,012,800	0	320,000	1,332,800	1,035,000	2,367,800
	HARRISBURG, PA	549,600(6)		0	1,020,860	1,570,460	0	0	1,570,460	519,625	2,090,085
	NEWPORT NEWS-HAMPTON, VA	0(0)		0	0	0	0	0	0	0	0
	RICHMOND, VA	247,000(1)		20,000	4,678,000	4,945,000	0	280,000	5,225,000	889,706	6,114,706
	SCRANTON-WILKES BARRE, PA	0(0)		144,000	390,696	534,696	0	0	534,696	800,237	1,334,933
	WILMINGTON, DE-MD-NJ-PA (DE)	1,182,080(6)		0	0	1,182,080	0	0	1,182,080	880,381	2,062,461
	WILMINGTON, DE-MD-NJ-PA (MD)	0(0)		0	0	0	0	0	0	0	0
	WILMINGTON, DE-MD-NJ-PA (PA)	0(0)		0	567,362	567,362	0	0	567,362	0	567,362
	Subtotals - 200,000 to 1,000,000 Population	2,231,480(20)		196,000	7,384,918	9,812,398	0	600,000	10,412,398	4,124,949	14,537,347
III	50,000 to 200,000 Population:										
	DELAWARE - GOVERNORS APPOINTMENT	0(0)		0	0	0	0	0	0	95,414	95,414
	MARYLAND - GOVERNORS APPOINTMENT	536,000(3)		240,827	22,000	798,827	0	0	798,827	751,514	1,550,341
	OHIO - GOVERNORS APPOINTMENT	0(0)		0	0	0	0	0	0	196,682	196,682
	PENNSYLVANIA - GOVERNORS APPOINTMENT	1,378,061(16)		457,162	908,626	2,743,849	288,000	158,579	3,190,428	4,954,192	8,144,620
	VIRGINIA - GOVERNORS APPOINTMENT	941,882(5)		60,000	339,314	1,341,196	0	0	1,341,196	1,914,050	3,255,246
	WEST VIRGINIA - GOVERNORS APPOINTMENT	82,237(2)		172,299	216,007	470,543	0	0	470,543	1,670,013	2,140,556
	Subtotals - 50,000 to 200,000 Population	2,938,180(26)		930,288	1,485,947	5,354,415	288,000	158,579	5,800,994	9,581,865	15,382,859

[illegible]

Region	Urbanized Area (UZA) Name	Bus					Capital					Total	Operating Assistance	Total Obligated
		Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital					
IV	More Than 1,000,000 Population:													
	ATLANTA, GA	684,832 (48)		1,276,000	13,224,576	15,185,408	13,137,836	3,504,000	31,827,244	3,845,443	35,672,687			
	FT. LAUDERDALE-HOLLYWOOD-POMPANO BCH, FL	6,726,900 (35)		250,000	5,248,000	12,224,900	3,306,867	0	15,531,767	2,917,212	18,448,979			
	MIAMI-HIALEAH, FL	31,200 (1)		555,120	15,323,172	15,909,492	9,246,579	912,000	26,068,071	3,887,455	29,955,526			
	SAN JUAN, PR	9,025,952 (47)		110,000	2,764,600	11,900,552	0	20,800,000	32,700,552	3,482,258	36,182,810			
	TAMPA-ST. PETERSBURG-CLEARWATER, FL	3,811,000 (19)		811,000	4,677,765	9,299,765	0	835,000	10,134,765	3,889,630	14,024,395			
	Subtotals - More Than 1,000,000 Population	20,279,884 (150)		3,002,120	41,238,113	64,520,117	25,691,782	26,051,000	116,262,399	18,021,998	134,284,397			
IV	200,000 to 1,000,000 Population:													
	AUGUSTA, GA-SC	0 (0)		52,000	79,880	131,880	0	0	131,880	312,976	444,856			
	BIRMINGHAM, AL	432,000 (12)		48,000	1,502,168	1,982,168	0	0	1,982,168	1,096,741	3,078,909			
	CHARLESTON, SC	0 (0)		0	0	0	0	0	0	0	0			
	CHARLOTTE, NC	861,600 (11)		0	1,220,000	2,081,600	0	0	2,081,600	1,200,000	3,281,600			
	CHATTANOOGA, TN-GA (TN)	0 (0)		0	949,203	949,203	96,000	148,000	1,193,203	450,735	1,643,938			
	COLUMBIA, SC	0 (0)		0	0	0	0	0	0	0	0			
	COLUMBUS, GA-AL (GA)	428,000 (2)		9,156	178,516	615,672	0	91,200	706,872	513,995	1,220,867			
	DAYTONA BEACH, FL	1,029,682 (6)		0	246,979	1,276,661	0	0	1,276,661	456,419	1,733,080			
	DURHAM, NC	110,800 (6)		0	236,100	346,900	0	254,900	601,800	1,348,976	1,950,776			
	PAYETTEVILLE, NC	488,248 (4)		0	45,600	533,848	0	63,600	597,448	824,543	1,421,991			
	FORT MYERS-CAPE CORAL, FL	0 (0)		0	0	0	0	0	0	0	0			
	GREENVILLE, SC	0 (0)		0	0	0	0	0	0	0	0			
	JACKSON, MS	0 (0)		0	604,000	604,000	0	260,000	864,000	1,206,576	2,070,576			
	JACKSONVILLE, FL	1,892,596 (12)		320,000	1,307,400	3,519,996	0	1,209,276	4,729,272	929,739	5,659,011			
	KNOXVILLE, TN	289,642 (3)		0	771,715	1,061,357	0	121,938	1,183,295	413,520	1,596,815			
	LEXINGTON-PAYETTE, KY	0 (0)		0	721,500	721,500	0	0	721,500	595,036	1,316,536			
	LOUISVILLE, KY-IN (KY)	3,984,560 (32)		435,600	-50,759	4,369,401	0	2,550,616	6,920,017	1,792,128	8,712,145			
	MELBOURNE-PALM BAY, FL	412,000 (21)		0	329,400	741,400	0	0	741,400	898,577	1,639,977			
	MEMPHIS, TN-AR-MS (TN)	0 (0)		20,000	584,000	604,000	3,195,091	0	3,799,091	1,660,925	5,460,016			
	MOBILE, AL	106,400 (5)		8,000	259,200	373,600	0	70,000	443,600	462,840	906,440			
	MONTGOMERY, AL	86,230 (2)		0	161,888	248,118	0	0	248,118	492,718	740,836			
	NASHVILLE, TN	1,320,000 (25)		40,000	2,296,000	3,656,000	0	0	3,656,000	770,071	4,426,071			
	ORLANDO, FL	2,914,380 (30)		1,582,488	2,508,944	7,005,812	0	637,976	7,643,788	938,340	8,582,128			
	PENSACOLA, FL	1,673,990 (14)		0	511,502	2,185,492	0	20,000	2,205,492	348,591	2,554,083			
	RALPHIGH, NC	25,280 (2)		8,000	349,777	383,057	0	92,715	475,772	1,233,913	1,709,685			
	SARASOTA-BRADENTON, FL	1,074,000 (7)		100,000	590,000	1,764,000	0	0	1,764,000	603,151	2,367,151			
	ST. PETERSBURG, FL	0 (0)		0	0	0	0	0	0	0	0			

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Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Qty	Maintenance Facilities	Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
IV	200,000 to 1,000,000 Population:										
	WEST PALM BCH-BOCA RATON-DELRAY BCH, FL	0 (0)		240,000	966,444	1,206,444	5,800,296	455,000	7,461,740	1,248,239	8,709,979
	Subtotals - 200,000 to 1,000,000 Population	17,129,408 (194)		2,863,244	16,369,457	36,362,109	9,091,387	5,975,221	51,428,717	19,798,749	71,227,466
IV	50,000 to 200,000 Population:										
	ALABAMA - GOVERNORS APPORTIONMENT	529,200 (13)		0	251,740	780,940	0	0	780,940	2,131,040	2,911,980
	FLORIDA - GOVERNORS APPORTIONMENT	2,607,115 (57)		530,520	1,618,730	4,756,365	0	110,000	4,866,365	2,979,042	7,845,407
	GEORGIA - GOVERNORS APPORTIONMENT	866,256 (14)		28,052	849,068	1,743,376	0	16,000	1,759,376	2,193,316	3,952,692
	KENTUCKY - GOVERNORS APPORTIONMENT	0 (0)		0	28,296	28,296	0	14,400	42,696	614,500	657,196
	MISSISSIPPI - GOVERNORS APPORTIONMENT	107,900 (2)		20,000	209,800	337,700	0	0	337,700	987,492	1,325,192
	NORTH CAROLINA - GOVERNORS APPORTIONMENT	0 (0)		0	210,800	210,800	0	146,360	357,160	3,821,549	4,178,709
	PUERTO RICO - GOVERNORS APPORTIONMENT	0 (0)		0	1,833,600	1,833,600	0	0	1,833,600	0	1,833,600
	SOUTH CAROLINA - GOVERNORS APPORTIONMENT	437,164 (12)		0	153,118	590,282	0	45,000	635,282	834,432	1,469,714
	TENNESSEE - GOVERNORS APPORTIONMENT	0 (0)		0	185,600	185,600	0	40,000	225,600	1,126,000	1,351,600
	VIRGINIA - GOVERNORS APPORTIONMENT	0 (0)		0	0	0	0	0	0	48,857	48,857
	Subtotals - 50,000 to 200,000 Population	4,547,635 (98)		578,572	5,340,752	10,466,959	0	371,760	10,838,719	14,736,228	25,574,947
	Subtotals - Region IV	41,956,927 (442)		6,443,936	62,948,322	111,349,185	34,782,669	32,397,981	178,529,835	52,556,975	231,086,810

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
V	More Than 1,000,000 Population:										
	CHICAGO, IL-IN (IL)	7,322,200(162)		871,200	14,672,424	22,865,824	109,980,237	503,700	133,349,761	23,104,792	156,454,553
	CHICAGO, IL-IN (IN)	435,201(32)		400,000	167,303	1,002,504	0	288,000	1,290,504	4,959,557	6,250,061
	CINCINNATI, OH-KY (OH)	1,520,500(62)		2,276,800	4,535,346	8,332,646	0	7,505,000	15,837,646	2,442,814	18,280,460
	CLEVELAND, OH	1,614,408(21)		0	10,311,595	11,926,003	800,119	0	12,726,122	4,504,435	17,230,557
	DETROIT, MI	12,549,960(143)		3,211,385	4,731,814	20,493,159	0	0	20,493,159	11,522,644	32,015,803
	MILWAUKEE, WI	0(0)		0	3,932,640	3,932,640	0	494,000	4,426,640	2,437,681	6,864,321
	MINNEAPOLIS-ST. PAUL, MN	0(0)		0	0	0	0	0	0	3,377,190	3,377,190
	ST. LOUIS, IL-MO (IL)	1,645,566(23)		0	0	1,645,566	0	0	1,645,566	0	1,645,566
	Subtotals - More Than 1,000,000 Population	25,087,835(443)		6,759,385	38,351,122	70,198,342	110,780,356	8,790,700	189,769,398	52,349,113	242,118,511
V	200,000 to 1,000,000 Population:										
	ARKON, OH	80,320(11)		577,000	399,968	1,057,288	0	184,000	1,241,288	1,618,793	2,860,081
	ANN ARBOR, MI	1,880,000(17)		0	284,000	2,164,000	0	280,000	2,444,000	454,205	2,898,205
	CANTON, OH	616,000(14)		0	166,809	782,809	0	16,000	798,809	523,119	1,321,928
	COLUMBUS, OH	4,288,500(35)		263,200	1,328,300	5,880,000	0	0	5,880,000	2,015,697	7,895,697
	DAYTON, OH	1,812,594(4)		0	12,165,341	13,977,935	0	146,600	14,144,535	1,341,289	15,485,824
	FLINT, MI	0(0)		4,998,080	1,132,312	6,130,392	0	0	6,130,392	701,838	6,832,230
	FORT WAYNE, IN	1,000,000(5)		20,000	198,000	1,218,000	0	0	1,218,000	500,447	1,718,447
	GRAND RAPIDS, MI	652,040(4)		40,000	1,001,216	1,693,256	0	442,409	2,135,665	711,831	2,847,496
	INDIANAPOLIS, IN	6,592,000(57)		0	453,600	7,045,600	0	0	7,045,600	1,754,741	8,800,341
	LANSING-EAST LANSING, MI	0(0)		53,414	162,196	215,610	0	112,000	327,610	533,804	861,414
	LORAIN-ELYRIA, OH	0(0)		0	0	0	0	165,680	165,680	733,887	899,567
	MADISON, WI	0(0)		26,816	289,408	316,224	0	264,745	580,969	457,794	1,038,763
	PEORIA, IL	0(0)		0	0	0	0	0	0	1,170,452	1,170,452
	ROCKFORD, IL	308,000(7)		0	523,946	831,946	0	0	831,946	425,209	1,257,155
	SOUTH BEND-MISHAWAKA, IN-MI (IN)	448,000(2)		78,400	480,785	1,007,185	0	99,149	1,106,334	833,168	1,939,502
	TOLEDO, OH-MI (OH)	0(0)		67,891	1,273,067	1,340,958	0	250,000	1,590,958	1,039,383	2,630,341
	YOUNGSTOWN-WARREN, OH	0(0)		20,000	402,710	422,710	0	40,000	462,710	824,093	1,286,803
	Subtotals - 200,000 to 1,000,000 Population	17,697,454(156)		6,144,801	20,261,658	44,103,913	0	2,000,583	46,104,496	15,639,750	61,744,246
V	50,000 to 200,000 Population:										
	ILLINOIS - GOVERNORS APPORTIONMENT	765,548(18)		308,864	2,861,056	3,935,468	0	0	3,935,468	4,435,057	8,370,525
	INDIANA - GOVERNORS APPORTIONMENT	919,264(16)		104,000	598,278	1,621,542	0	154,656	1,776,198	2,862,591	4,638,789

Region	Urbanized Area (UZA) Name	Bus					Capital			
		Bus Purchases	Maintenance	Bus Other	Total Bus	Fixed Guideway	New Systems/Planning	Total Capital	Operating Assistance	Total Obligated
V	50,000 to 200,000 Population:									
	KENTUCKY - GOVERNORS APPORTIONMENT	80,000(1)	0	0	80,000	0	10,000	90,000	199,996	289,996
	MICHIGAN - GOVERNORS APPORTIONMENT	547,292(10)	247,344	1,221,456	2,016,092	0	91,600	2,107,692	3,283,763	5,391,455
	MINNESOTA - GOVERNORS APPORTIONMENT	2,980,465(23)	24,000	158,445	3,162,910	0	0	3,162,910	888,638	4,051,548
	OHIO - GOVERNORS APPORTIONMENT	228,000(6)	94,048	280,280	602,328	0	320,800	923,128	2,767,833	3,690,961
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	0(0)	0	8,000	8,000	0	45,000	53,000	100,000	153,000
	WISCONSIN - GOVERNORS APPORTIONMENT	0(0)	0	1,320,964	1,320,964	0	0	1,320,964	3,339,783	4,660,747
	Subtotals - 50,000 to 200,000 Population	5,520,569(74)	778,256	6,448,479	12,747,304	0	622,056	13,369,360	17,877,661	31,247,021
	Subtotals - Region V	48,305,858(673)	13,682,442	65,061,259	127,049,559	110,780,356	11,413,339	249,243,254	85,866,524	335,109,778

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
VI	More Than 1,000,000 Population:										
	DALLAS-FT. WORTH, TX	22,999,641(113)	0	6,657,672	29,657,313	10,000,000	21,180,660	60,837,973	5,646,288	66,484,261	
	HOUSTON, TX	14,137,120(65)	15,117,040	1,681,044	30,935,204	0	95,444	31,030,648	888,385	31,919,033	
	NEW ORLEANS, LA	3,165,000(39)	560,000	2,256,580	5,981,580	0	820,000	6,801,580	3,587,877	10,389,457	
	SAN ANTONIO, TX	0(0)	1,745,467	7,377,815	9,123,282	0	0	9,123,282	2,122,548	11,245,830	
	Subtotals - More Than 1,000,000 Population	40,301,761(217)	17,422,507	17,973,111	75,697,379	10,000,000	22,096,104	107,793,483	12,245,098	120,038,581	
VI	200,000 to 1,000,000 Population:										
	ALBUQUERQUE, NM	0(0)	0	323,517	323,517	0	0	323,517	0	323,517	
	AUSTIN, TX	8,591,200(101)	0	4,799,408	13,390,608	0	0	13,390,608	0	13,390,608	
	BATON ROUGE, LA	2,400,343(16)	460,125	436,874	3,297,342	0	214,400	3,511,742	593,692	4,105,434	
	CORPUS CHRISTI, TX	844,000(10)	44,800	544,000	1,432,800	0	0	1,432,800	0	1,432,800	
	EL PASO, TX-NM (TX)	1,446,290(27)	1,460,000	9,458,878	12,365,168	0	480,000	12,845,168	1,575,108	14,420,276	
	LITTLE ROCK-NORTH LITTLE ROCK, AR	388,000(5)	0	758,252	1,146,252	0	219,268	1,365,520	475,798	1,841,318	
	MCALLEN-EDINBURG-MISSION, TX	538,000(8)	0	11,646	549,646	0	76,000	625,646	238,363	864,009	
	OKLAHOMA CITY, OK	1,709,799(8)	1,622,248	969,262	4,301,309	600,000	875,191	5,776,500	3,100,136	8,876,636	
	SHREVEPORT, LA	0(0)	0	423,200	423,200	0	8,000	431,200	484,985	916,185	
	TULSA, OK	768,000(16)	64,000	924,090	1,756,090	0	880,000	2,636,090	724,300	3,360,390	
	Subtotals - 200,000 to 1,000,000 Population	16,685,632(191)	3,651,173	18,649,127	38,985,932	600,000	2,752,859	42,338,791	7,192,382	49,531,173	
VI	50,000 to 200,000 Population:										
	ARKANSAS - GOVERNORS APPORTIONMENT	759,768(11)	0	419,272	1,179,040	0	40,000	1,219,040	1,280,000	2,499,040	
	LOUISIANA - GOVERNORS APPORTIONMENT	180,000(3)	0	635,740	815,740	0	129,560	945,300	1,833,977	2,779,277	
	NEW MEXICO - GOVERNORS APPORTIONMENT	0(0)	80,000	121,600	201,600	0	48,406	250,006	346,371	596,377	
	OKLAHOMA - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	0	0	
	TEXAS - GOVERNORS APPORTIONMENT	2,139,983(29)	57,978	1,267,359	3,465,320	0	526,775	3,992,095	10,683,219	14,675,314	
	Subtotals - 50,000 to 200,000 Population	3,079,751(43)	137,978	2,443,971	5,661,700	0	744,741	6,406,441	14,143,567	20,550,008	
	Subtotals - Region VI	60,067,144(451)	21,211,658	39,066,209	120,345,011	10,600,000	25,593,704	156,538,715	33,581,047	190,119,762	

Region	Urbanized Area (UZA) Name	Bus				Capital				
		Purchases	Maintenance	Bus	Total	Fixed	New	Total	Operating	
		Qty	Facilities	Other	Bus	Guideway	Systems/ Planning	Capital	Assistance	Total
										Obligated

VII	More Than 1,000,000 Population:									
	KANSAS CITY, KS-MO (MO)	1,096,000(48)	847,000	2,040,726	3,983,726	0	438,408	4,422,134	2,071,882	6,494,016
	ST. LOUIS, IL-MO (MO)	9,815,208(85)	80,000	5,813,125	15,708,333	2,516,012	0	18,224,345	5,625,686	23,850,031
	Subtotals - More Than 1,000,000 Population	10,911,208(133)	927,000	7,853,851	19,692,059	2,516,012	438,408	22,646,479	7,697,568	30,344,047

VII	200,000 to 1,000,000 Population:									
	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL (IA)	88,353(1)	32,000	768,980	889,333	0	344,240	1,233,573	518,039	1,751,612
	DES MOINES, IA	2,233,600(34)	0	689,720	2,923,320	0	150,000	3,073,320	504,542	3,577,862
	OMAHA, NE-IA (NE)	112,000(3)	880,000	970,040	1,962,040	0	0	1,962,040	1,093,065	3,055,105
	WICHITA, KS	1,708,368(14)	0	442,652	2,151,020	0	125,000	2,276,020	757,585	3,033,605
	Subtotals - 200,000 to 1,000,000 Population	4,142,321(52)	912,000	2,871,392	7,925,713	0	619,240	8,544,953	2,873,231	11,418,184

VII	50,000 to 200,000 Population:									
	ILLINOIS - GOVERNORS APPORTIONMENT	161,893(3)	471	0	162,364	0	0	162,364	375,957	538,321
	IOWA - GOVERNORS APPORTIONMENT	451,705(9)	55,680	302,134	809,519	0	285,718	1,095,237	1,778,839	2,874,076
	KANSAS - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	651,951	651,951
	MISSOURI - GOVERNORS APPORTIONMENT	55,688(3)	16,000	880,620	952,308	0	133,930	1,086,238	1,105,749	2,191,987
	NEBRASKA - GOVERNORS APPORTIONMENT	568,550(15)	0	243,855	812,405	0	22,280	834,685	832,265	1,666,950
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	0(0)	0	6,545	6,545	0	0	6,545	9,844	16,389
	Subtotals - 50,000 to 200,000 Population	1,237,836(30)	72,151	1,433,154	2,743,141	0	441,928	3,185,069	4,754,605	7,939,674

	Subtotals - Region VII	16,291,365(215)	1,911,151	12,158,397	30,360,913	2,516,012	1,499,576	34,376,501	15,325,404	49,701,905

Region	Urbanized Area (UZA) Name	Capital							Total	Operating Assistance	Total Obligated
		Bus Purchases	Bus Maintenance	Bus Other	Total Bus	Fixed Guideway	New Systems/Planning	Total Capital			
VIII	More Than 1,000,000 Population:										
	DENVER, CO	7,438,248 (48)	300,000	3,663,976	11,402,224	499,200	0	11,901,424	3,535,545	15,436,969	
	PHOENIX, AZ	7,849,400 (66)	584,400	8,354,276	16,788,076	0	630,000	17,418,076	2,182,056	19,600,132	
	Subtotals - More Than 1,000,000 Population	15,287,648 (114)	884,400	12,018,252	28,190,300	499,200	630,000	29,319,500	5,717,601	35,037,101	
VIII	200,000 to 1,000,000 Population:										
	COLORADO SPRINGS, CO	0 (0)	0	0	0	0	0	0	0	0	0
	LAS VEGAS, NV	0 (0)	0	0	0	0	0	0	0	0	0
	OGDEN, UT	1,571,321 (12)	0	14,246	1,585,567	0	75,000	1,660,567	321,567	1,982,134	
	PROVO-OREM, UT	1,239,897 (8)	0	25,754	1,265,651	0	75,000	1,340,651	374,328	1,714,979	
	RENO, NV	4,926,000 (30)	180,000	1,776,040	6,882,040	0	0	6,882,040	387,233	7,269,273	
	SALT LAKE CITY, UT	3,512,782 (18)	960,000	2,261,776	6,734,558	0	840,000	7,574,558	1,362,032	8,936,590	
	TUCSON, AZ	3,004,800 (34)	380,000	1,415,304	4,800,104	0	160,000	4,960,104	764,985	5,725,089	
	Subtotals - 200,000 to 1,000,000 Population	14,254,800 (102)	1,520,000	5,493,120	21,267,920	0	1,150,000	22,417,920	3,210,145	25,628,065	
VIII	50,000 to 200,000 Population:										
	ARIZONA - GOVERNORS APPORTIONMENT	0 (0)	0	0	0	0	0	0	0	0	0
	COLORADO - GOVERNORS APPORTIONMENT	869,890 (23)	379,692	490,896	1,740,478	0	124,632	1,865,110	2,211,913	4,077,023	
	MINNESOTA - GOVERNORS APPORTIONMENT	0 (0)	0	374,300	374,300	0	6,400	380,700	189,872	570,572	
	MONTANA - GOVERNORS APPORTIONMENT	1,587,680 (9)	0	198,204	1,785,884	0	0	1,785,884	950,045	2,735,929	
	NORTH DAKOTA - GOVERNORS APPORTIONMENT	362,600 (2)	0	150,384	512,984	0	0	512,984	838,151	1,351,135	
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	86,320 (2)	81,456	147,327	315,103	0	0	315,103	607,955	923,058	
	UTAH - GOVERNORS APPORTIONMENT	0 (0)	0	0	0	0	4,020	4,020	0	4,020	
	WYOMING - GOVERNORS APPORTIONMENT	80,000 (2)	0	18,832	98,832	0	0	98,832	450,992	549,824	
	Subtotals - 50,000 to 200,000 Population	2,986,490 (38)	461,148	1,379,943	4,827,581	0	135,052	4,962,633	5,248,928	10,211,561	
	Subtotals - Region VIII	32,528,938 (254)	2,865,548	18,891,315	54,285,801	499,200	1,915,052	56,700,053	14,176,674	70,876,727	

Region	Urbanized Area (UZA) Name	Bus					Capital					New			Total	Operating Assistance	Total Obligated
		Bus Purchases	Qty	Maintenance Facilities	Other	Bus Total	Fixed Guideway	Systems/ Planning	Total Capital	Operating Assistance	Total Obligated						
IX	More Than 1,000,000 Population:																
		LOS ANGELES, CA	20,444,177(155)	1,762,400	30,588,689	52,795,266	0	54,777,000	107,572,266	4,086,041	111,658,307						
		RIVERSIDE-SAN BERNARDINO, CA	889,384(5)	0	305,440	1,194,824	0	0	1,194,824	86,000	1,280,824						
		SACRAMENTO, CA	755,833(10)	2,212,000	3,253,614	6,221,447	2,230,000	111,633	8,563,080	1,605,610	10,168,690						
		SAN DIEGO, CA	9,268,320(167)	1,576,108	3,655,500	14,499,928	5,521,800	1,790,000	21,811,728	4,256,356	26,068,084						
		SAN FRANCISCO-OAKLAND, CA	54,301,442(229)	0	11,306,071	65,607,513	75,859,311	4,008,000	145,474,824	14,023,411	159,498,235						
		SAN JOSE, CA	10,000,452(46)	0	1,665,603	11,666,055	5,390,562	15,034,000	32,090,617	3,606,778	35,697,395						
	Subtotals - More Than 1,000,000 Population																
		95,659,608(612)		5,550,508	50,774,917	151,985,033	89,001,673	75,720,633	316,707,339	27,664,196	344,371,535						
IX	200,000 to 1,000,000 Population:																
		BAKERSFIELD, CA	2,916,294(12)	120,000	959,480	3,995,774	0	492,000	4,487,774	1,292,277	5,780,051						
		FRESNO, CA	1,097,600(8)	400,000	795,979	2,293,579	0	240,000	2,533,579	673,470	3,207,049						
		HONOLULU, HI	10,702,358(70)	0	400,000	11,102,358	0	100,000	11,202,358	683,543	11,885,901						
		MODESTO, CA	0(0)	0	0	0	0	0	0	0	0						
		OXNARD-VENTURA, CA	0(0)	136,000	1,420,000	1,556,000	1,370,640	665,442	3,592,082	2,328,600	5,920,682						
		STOCKTON, CA	1,672,088(8)	390,620	845,200	2,907,908	0	193,092	3,101,000	616,738	3,717,738						
	Subtotals - 200,000 to 1,000,000 Population																
		16,388,340(98)		1,046,620	4,420,659	21,855,619	1,370,640	1,690,534	24,916,793	5,594,628	30,511,421						
IX	50,000 to 200,000 Population:																
		CALIFORNIA - GOVERNORS APPORTIONMENT	7,625,624(72)	591,684	15,641,617	23,858,925	400,000	122,200	24,381,125	9,800,410	34,181,535						
		HAWAII - GOVERNORS APPORTIONMENT	1,166,394(5)	0	0	1,166,394	0	0	1,166,394	1,098,279	2,264,673						
		Subtotals - 50,000 to 200,000 Population	8,792,018(77)	591,684	15,641,617	25,025,319	400,000	122,200	25,547,519	10,898,689	36,446,208						
	Subtotals - Region IX																
		120,839,966(787)		7,188,812	70,837,193	198,865,971	90,772,313	77,533,367	367,171,651	44,157,513	411,329,164						

Region	Urbanized Area (UZA) Name	Capital							Total	Operating Assistance	Total Obligated
		Bus Purchases	Bus Maintenance	Bus Other	Total Bus	Fixed Guideway	New Systems/Planning	Total Capital			
X	More Than 1,000,000 Population:										
	PORTLAND-VANCOUVER, OR-WA (OR)	10,231,868 (47)	0	3,188,838	13,420,706	2,349,500	31,230,093	47,000,299	2,735,724	49,736,023	
	PORTLAND-VANCOUVER, OR-WA (WA)	1,094,460 (17)	0	3,400,000	4,494,460	0	0	4,494,460	0	4,494,460	
	SEATTLE, WA	37,114,076 (216)	1,863,000	8,884,172	47,861,248	0	3,800,000	51,661,248	6,813,577	58,474,825	
	Subtotals - More Than 1,000,000 Population	48,440,404 (280)	1,863,000	15,473,010	65,776,414	2,349,500	35,030,093	103,156,007	9,549,301	112,705,308	
X	200,000 to 1,000,000 Population:										
	ANCHORAGE, AK	1,197,700 (11)	0	800,000	1,997,700	0	0	1,997,700	353,514	2,351,214	
	SPOKANE, WA	3,276,860 (25)	0	108,000	3,384,860	0	0	3,384,860	514,098	3,898,958	
	TACOMA, WA	5,678,607 (47)	0	10,473,868	16,152,475	0	289,600	16,442,075	715,757	17,157,832	
	Subtotals - 200,000 to 1,000,000 Population	10,153,167 (83)	0	11,381,868	21,535,035	0	289,600	21,824,635	1,583,369	23,408,004	
X	50,000 to 200,000 Population:										
	BELLINGHAM, WA	0 (0)	0	0	0	0	0	0	0	0	
	IDAHO - GOVERNORS APPORTIONMENT	771,900 (3)	0	116,280	888,180	0	63,360	951,540	616,830	1,568,370	
	OREGON - GOVERNORS APPORTIONMENT	1,273,976 (8)	48,000	819,600	2,141,576	0	0	2,141,576	397,737	2,539,313	
	WASHINGTON - GOVERNORS APPORTIONMENT	3,801,151 (53)	0	1,398,685	5,199,836	0	686,469	5,886,305	1,140,000	7,026,305	
	Subtotals - 50,000 to 200,000 Population	5,847,027 (64)	48,000	2,334,565	8,229,592	0	749,829	8,979,421	2,154,567	11,133,988	
	Subtotals - Region X	64,440,598 (427)	1,911,000	29,189,443	95,541,041	2,349,500	36,069,522	133,960,063	13,287,237	147,247,300	
	Grand Totals	493,259,173 (4163)	135,853,939	426,278,625	1,055,391,737	747,973,097	199,040,692	2,002,405,526	416,701,564	2,419,107,090	

TABLE 8

**FY 1996 OBLIGATIONS FOR CAPITAL, PLANNING AND OPERATING
CAPITAL AND URBANIZED AREA FORMULA PROGRAMS
OVER 1 MILLION POPULATION**

URBANIZED AREA	CAPITAL PROGRAM				URBANIZED AREA FORMULA PROGRAM						GRAND TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL CAPITAL	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	CAPITAL AND PLANNING	OPERATING	
Region 1 BOSTON, MA	\$0	\$46,806,424	\$19,951,636	\$66,758,060	\$1,132,292	\$48,175,172	\$0	\$0	\$49,307,464	\$8,769,736	\$124,835,260
Region 2 NEW YORK, NY	6,838,350	226,842,214	125,576,948	359,257,512	112,471,036	271,720,179	0	80,000	384,271,215	47,332,626	790,881,353
NORTHEASTERN, NJ	12,406,250	62,010,064	100,844,433	175,260,747	45,232,875	37,437,428	0	2,760,000	85,430,303	20,356,234	281,047,284
SW CONNECTICUT	0	32,924,800	0	32,924,800	0	0	0	0	0	0	32,924,800
SO NEW JERSEY	0	4,663,104	0	4,663,104	0	10,076,971	0	0	10,076,971	2,129,255	16,869,330
Region 3 BALTIMORE, MD	0	12,788,262	37,270,757	50,059,019	4,249,400	25,426,353	0	4,082,800	33,758,553	4,509,748	88,327,320
NORF-VA BCH-NEWP NEWS,VA	0	846,373	0	846,373	3,990,000	520,000	0	1,234,600	5,644,600	4,216,080	10,707,053
PHILADELPHIA, PA	20,961,811	61,729,478	0	82,691,289	24,480,759	24,770,011	0	0	49,250,770	12,625,449	144,567,508
PITTSBURGH, PA	14,002,545	14,520,304	45,097,753	73,620,602	13,888,841	1,553,600	0	560,000	16,002,441	4,404,258	94,027,301
WASHINGTON, DC-MD-VA (DC)	0	13,984,659	0	13,984,659	48,191,938	32,271,923	0	0	80,463,861	7,828,278	102,276,798
WASHINGTON, DC-MD-VA (VA)	1,500,000	0	0	1,500,000	0	0	0	0	0	0	1,500,000
Region 4 ATLANTA, GA	0	0	0	0	1,000,000	12,580,000	0	400,000	13,980,000	0	13,980,000
FT LAUD-HOLLYW-POMP BE,FL	0	1,966,094	60,273,112	60,273,112	15,185,408	13,137,836	0	3,504,000	31,827,244	3,845,443	95,945,799
MIAMI-HIALEAH, FL	9,925,000	2,168,308	9,879,805	11,845,899	12,224,900	3,306,867	0	0	15,531,767	2,917,212	30,294,878
SAN JUAN, PR	2,500,000	2,125,828	7,409,854	12,093,308	15,909,492	9,246,579	0	912,000	26,068,071	3,887,455	42,048,834
TAMPA-ST PETE-CLEARWAT,FL	0	1,400,000	990,240	2,390,240	11,900,552	0	10,579,324	10,220,676	32,700,552	3,482,258	48,218,492
Region 5 CHICAGO, IL	7,607,512	87,834,802	14,226,919	109,669,233	9,299,765	109,980,237	0	835,000	10,134,765	3,889,630	16,414,635
NW INDIANA	0	5,882,400	0	5,882,400	22,865,824	109,980,237	188,345	315,355	133,349,761	23,104,792	266,123,786
CINCINNATI, OH-KY	4,139,367	0	987,981	5,127,348	1,002,504	0	0	288,000	1,290,504	4,959,557	12,132,461
CLEVELAND, OH	2,627,750	10,195,655	4,023,030	16,846,435	8,332,646	0	7,095,000	410,000	15,837,646	2,442,814	23,407,808
DETROIT, MI	9,000,000	420,761	219,174	9,639,935	11,926,003	800,119	0	0	12,726,122	4,504,435	34,076,992
MILWAUKEE, WI	5,795,760	0	0	5,795,760	20,493,159	0	0	0	20,493,159	11,522,644	41,655,738
MINNEAPOLIS-ST PAUL, MN	0	0	0	0	3,932,640	0	0	494,000	4,426,640	2,437,681	12,660,081
Region 6 DALLAS-FT WORTH, TX	0	0	0	0	1,645,566	0	0	0	1,645,566	3,377,190	3,377,190
HOUSTON, TX	0	946,000	27,350,871	28,296,871	29,657,313	10,000,000	21,135,060	45,600	60,837,973	5,646,288	94,781,132
NEW ORLEANS, LA	5,955,000	4,690,547	22,358,000	22,358,000	30,935,204	0	0	95,444	31,030,648	888,385	54,277,033
SAN ANTONIO, TX	0	0	0	0	5,981,580	0	0	820,000	6,801,580	3,587,877	21,035,004
Region 7 KANSAS CITY, MO-IL	2,022,100	0	0	2,022,100	9,123,282	0	0	0	9,123,282	2,122,548	11,245,830
ST. LOUIS, MO-IL (MO)	3,473,750	0	10,373,795	13,847,545	15,708,333	2,516,012	48,000	390,408	18,224,345	2,071,882	37,697,576
Region 8 DENVER, CO	0	348,696	0	348,696	11,402,224	499,200	0	0	11,901,424	5,625,686	15,785,665
PHOENIX, AZ	0	430,648	0	430,648	16,788,076	0	0	630,000	17,418,076	2,182,056	20,030,780
Region 9 LOS ANGELES-LONG BE,CA	11,840,000	0	104,324,591	116,164,591	52,795,266	0	54,777,000	0	107,572,266	4,086,041	227,822,898
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	1,194,824	0	0	0	1,194,824	86,000	1,280,824
SACRAMENTO, CA	0	1,767,500	0	1,767,500	6,221,447	2,230,000	0	111,633	8,563,080	1,605,610	11,936,190
SAN DIEGO, CA	288,000	1,595,000	948,000	2,831,000	14,499,928	5,521,800	0	1,790,000	21,811,728	4,256,356	28,899,084
SAN FRANCISCO-OAKLAND, CA	8,794,030	22,765,057	0	31,559,087	65,607,513	75,859,311	4,008,000	0	145,474,824	14,023,411	191,057,322
SAN JOSE, CA	0	2,793,432	32,000,000	34,793,432	11,666,055	5,390,562	15,034,000	0	32,090,617	3,606,778	70,490,827
Region 10 PORTLAND, OR-WA	248,125	817,199	128,575,779	129,641,103	17,915,166	2,349,500	30,944,793	285,300	51,494,759	2,735,724	183,871,586
SEATTLE-EVERETT, WA	5,791,368	7,527,000	2,620,000	15,938,368	47,861,248	0	800,000	3,000,000	51,661,248	6,813,577	74,413,193
TOTAL	\$135,716,718	\$632,790,609	\$755,302,878	\$1,523,810,005	\$730,596,785	\$705,369,660	\$144,609,522	\$33,264,816	\$1,613,840,783	\$245,416,539	\$3,383,067,327

FY 1996 URBANIZED AREA FORMULA OBLIGATIONS
 BUS, FIXED GUIDEWAY MOD, PLANNING AND OPERATING
 (URBANIZED AREAS OVER 1 MILLION POPULATION)

Figure 8

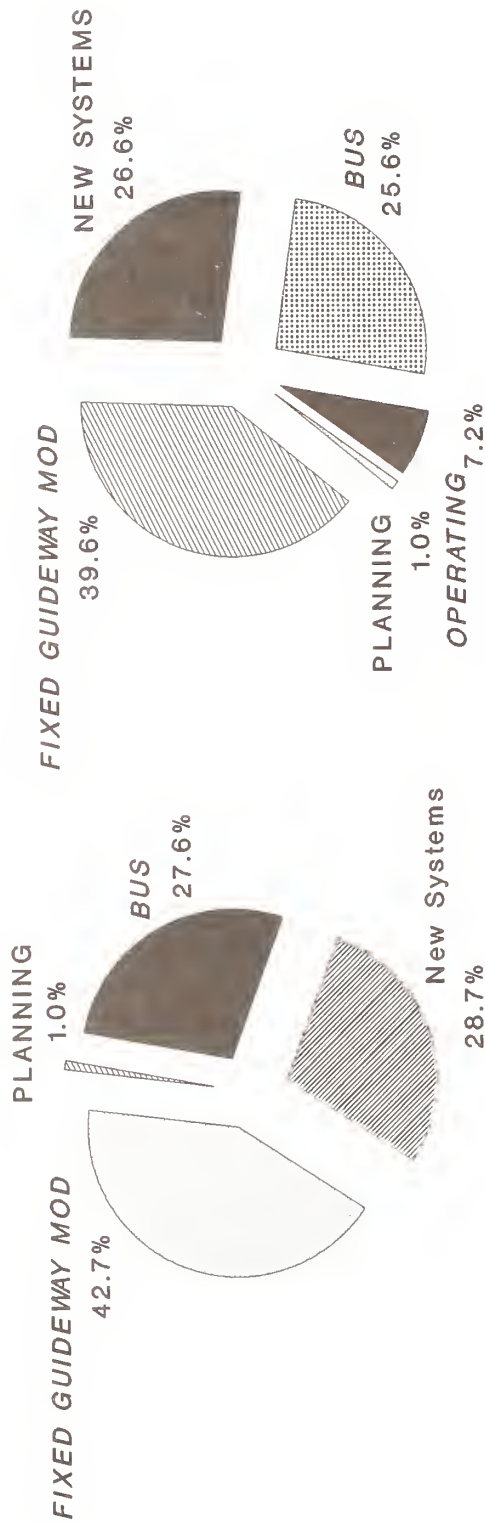


TABLE 9

FY 1996 OBLIGATIONS FOR METROPOLITAN / STATE PLANNING AND RESEARCH

State	State Planning & Research Prgm Section 5313(b)	Metropolitan Planning Prgm Section 5303	TOTAL
ALABAMA	\$90,647	\$350,159	\$440,806
ALASKA	41,396	160,691	202,087
ARIZONA	130,849	631,094	761,943
ARKANSAS	41,396	160,691	202,087
CALIFORNIA	1,254,602	6,781,265	8,035,867
COLORADO	117,144	521,298	638,442
CONNECTICUT	120,981	462,884	583,865
DELAWARE	41,396	160,691	202,087
DISTRICT OF COLUMBIA	41,396	215,632	257,028
FLORIDA	501,405	2,156,865	2,658,270
GEORGIA	160,638	767,987	928,625
HAWAII	41,396	160,691	202,087
IDAHO	41,396	160,691	202,087
ILLINOIS	417,706	2,343,651	2,761,357
INDIANA	132,656	569,612	702,268
IOWA	46,440	179,331	225,771
KANSAS	50,182	206,476	256,658
KENTUCKY	62,905	249,175	312,080
LOUISIANA	109,764	438,000	547,764
MAINE	41,396	160,691	202,087
MARYLAND	176,442	932,101	1,108,543
MASSACHUSETTS	233,044	1,134,990	1,368,034
MICHIGAN	286,354	1,470,219	1,756,573
MINNESOTA	116,805	594,005	710,810
MISSISSIPPI	41,396	160,691	202,087
MISSOURI	137,093	695,407	832,500
MONTANA	41,396	160,691	202,087
NEBRASKA	41,396	160,691	202,087
NEVADA	44,885	173,586	218,471
NEW HAMPSHIRE	41,396	160,691	202,087
NEW JERSEY	326,607	1,984,402	2,311,009
NEW MEXICO	41,396	160,691	202,087
NEW YORK	695,432	4,032,593	4,728,025
NORTH CAROLINA	123,797	473,443	597,240
NORTH DAKOTA	41,396	160,691	202,087
OHIO	327,958	1,383,816	1,711,774
OKLAHOMA	66,722	256,730	323,452
OREGON	69,960	290,417	360,377
PENNSYLVANIA	355,080	1,909,473	2,264,553
PUERTO RICO	104,702	431,242	535,944
RHODE ISLAND	41,396	165,658	207,054
SOUTH CAROLINA	70,289	268,740	339,029
SOUTH DAKOTA	41,396	160,691	202,087
TENNESSEE	109,271	421,256	530,527
TEXAS	560,258	2,708,092	3,268,350
UTAH	65,008	2,488,024	2,553,032
VERMONT	41,396	160,691	202,087
VIRGINIA	188,674	885,950	1,074,624
WASHINGTON	158,375	710,222	868,597
WEST VIRGINIA	41,396	160,691	202,087
WISCONSIN	121,425	557,792	679,217
WYOMING	41,396	160,691	202,087
TOTAL	\$8,279,228	\$42,412,643	\$50,691,871

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM (SECTION 5310)

Section 5310 makes funds available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state. In FY 1996, \$51.7 million was appropriated for the Section 5310 program, and an additional \$1.2 million in flexible funds were transferred into the program. The program is administered through the states and it is at the state level that specific funding decisions are made.

Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis, except vehicle-related equipment needed to meet Americans with Disabilities Act (ADA) and Clean Air Act Amendment (CAAA) requirements, which is fundable on a 90 percent Federal, 10 percent local matching basis. Those eligible to receive Section 5310 funding include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

The period of availability for Section 5310 funds is one year. Any amount of a state's apportionment remaining unobligated may be transferred to the Section 5311 or the Section 5307 program during the fourth quarter of the fiscal year. In FY 1996, approximately \$1 million was transferred from the Section 5310 program to the Section 5311 program. Any Section 5310 funds left unobligated or not transferred at the end of the fiscal year will be reapportioned among all the states in a subsequent year's apportionment.

Since the program began in 1975, state agencies have obligated over \$650 million for the purchase of vehicles, equipment, or service designed to meet the needs of elderly persons and persons with disabilities. The Section 5310 program has enabled thousands of elderly persons and persons with disabilities to achieve greater mobility and independence.

TABLE 10
FY 1996 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

STATE	OBLIGATION AMOUNT	NO. OF RECIPIENTS	VEHICLES WITH LIFTS OR RAMPS	TOTAL NO. OF VEHICLES
ALABAMA	\$895,884	31	25	28
ALASKA	354,069	9	7	18
ARIZONA	793,996	23	6	23
ARKANSAS	636,433	26	15	26
CALIFORNIA	5,215,083	45	96	96
COLORADO	549,254	9	12	12
CONNECTICUT	436,348	15	15	15
DELAWARE	239,377	6	6	6
DISTRICT OF COLUMBIA	237,859	11	1	11
FLORIDA	3,182,846	57	46	102
GEORGIA	1,151,384	9	17	22
HAWAII	295,052	8	17	17
IDAHO	301,135	9	5	7
ILLINOIS	2,069,766	56	40	56
INDIANA	1,102,462	29	40	40
IOWA	681,581	9	8	15
KANSAS	577,019	10	15	22
KENTUCKY	860,030	21	30	30
LOUISIANA	862,700	34	26	34
MAINE	367,816	8	11	11
MARYLAND	866,616	27	17	29
MASSACHUSETTS	1,232,924	19	35	35
MICHIGAN	1,775,854	22	36	36
MINNESOTA	878,344	29	29	29
MISSISSIPPI	619,292	10	7	19
MISSOURI	1,117,527	35	25	38
MONTANA	279,152	8	6	9
NEBRASKA	417,081	15	11	19
NEVADA	319,191	10	6	10
NEW HAMPSHIRE	303,464	11	5	10
NEW JERSEY	1,473,232	37	36	36
NEW MEXICO	371,002	18	8	8
NEW YORK	3,242,272	68	62	102
NORTH CAROLINA	1,304,673	29	17	49
NORTH DAKOTA	242,798	7	5	7
OHIO	2,158,526	41	47	71
OKLAHOMA	746,937	23	22	23
OREGON	696,866	8	17	17
PENNSYLVANIA	2,581,056	36	70	70
PUERTO RICO	662,856	7	5	17
RHODE ISLAND	331,204	1	8	8
SOUTH CAROLINA	723,152	29	11	28
SOUTH DAKOTA	259,417	11	6	11
TENNESSEE	1,051,541	36	12	46
TEXAS	2,756,621	62	39	94
UTAH	348,101	8	8	9
VERMONT	460,476	19	9	9
VIRGINIA	1,092,517	25	28	36
VIRGIN ISLANDS	132,534	3	1	2
WASHINGTON	983,413	9	22	23
WEST VIRGINIA	537,787	16	15	16
WISCONSIN	1,003,285	19	41	54
WYOMING	192,733	7	7	7
TOTAL	\$51,972,538	1,130	1,111	1,568

Note: Funds for the following states were transferred to the Non-urbanized Area Formula Program: Connecticut - \$327,148
New York - \$329,094; Colorado - \$74,400; American Samoa - \$51,784; Guam - \$130,934; Northern Marianas - \$51,629.

Note: Obligations for the following states include Flexible Funds: Vermont - \$240,000; New York - \$203,384; Texas - \$92,08
California - \$515,089; Alaska - \$183,759.

NONURBANIZED AREA FORMULA PROGRAM (SECTION 5311)

The Section 5311 program provides funding for public transportation in nonurbanized areas. From fiscal year 1979, when the program was authorized, until fiscal year 1991, Congress appropriated \$65-75 million annually for Section 18, but since ISTEA was enacted, the annual appropriation has been higher, at 5.5% of the total appropriation for urbanized and nonurbanized areas. In fiscal year 1996, \$110.1 million was appropriated. In addition, since 1984 Section 5311 has been supplemented by funds transferred annually to Section 5311 from the Governor's apportionment of urbanized area formula funds for cities under 200,000. Flexible funds may also be transferred to Section 5311, and in FY 1996, \$17.8 million was transferred to Section 5311.

FTA apportions funds for nonurbanized areas to the states according to a statutory formula based on each state's population in rural and small urban areas (under 50,000 population). The funds are available to the state for obligation for the year of apportionment plus two additional years. The states administer the program in accordance with State Management Plans. Eligible recipients include public bodies and private non-profit organizations. Participation by private for-profit enterprises under contract to an eligible recipient is encouraged.

The FTA financial assistance may be used for capital and administrative expenses, with a Federal share of eighty percent, and for operating expenses, with a Federal share of fifty percent. The state may use up to fifteen percent of its apportionment for program administration, planning and technical assistance, with no local match required. Coordination with other federally assisted transportation services is encouraged, and income received through purchase of service contracts with human service agencies may be used as local match.

Each state must spend fifteen percent of its appropriation for the support of intercity bus transportation, unless the governor certifies that the intercity bus transportation needs of the state are adequately met.

RURAL TRANSIT ASSISTANCE PROGRAM

Since fiscal year 1987, Congress has appropriated \$4.25 to \$4.6 million a year for the state Rural Transit Assistance Program (RTAP) to provide training, technical assistance, research, and related support services, for providers of rural public transportation. FTA allocates funds to the states using the nonurbanized population based formula along with a floor of \$50,000 to each state, and \$10,000 to each insular area. There is no local share requirement. Additional RTAP funds are used to support a national program, which produces training materials and operates a national resource center.

TABLE 11

NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 1996 BY STATE AND BY CATEGORY

STATE	NO. OF SUB- RECIPIENTS	CAPITAL	OPERATING	PROJECT ADMIN.	STATE ADMIN.	INTERCITY BUS	TOTAL OBLIGATIONS
ALABAMA	33	\$862,846	\$1,686,451	\$1,586,832	\$397,835	\$0	\$4,533,964
ALASKA	4	43,666	276,854	0	59,326	59,326	439,172
AMERICAN SAMOA	1	94,522	0	0	13,634	0	108,156
ARIZONA	13	364,421	606,572	327,064	182,452	182,453	1,662,962
ARKANSAS	9	316,886	735,216	883,724	318,053	100,000	2,353,879
CALIFORNIA	61	4,547,065	3,092,845	0	776,264	776,264	9,192,438
COLORADO	18	74,400	774,500	219,800	110,376	0	1,179,076
CONNECTICUT	6	420,833	922,012	0	150,306	0	1,493,151
DELAWARE	1	0	217,644	0	0	268,704	486,348
FLORIDA	46	0	2,827,761	0	0	499,017	3,326,778
GEORGIA	72	1,358,094	1,058,475	297,926	581,680	581,680	3,877,855
GUAM	1	0	258,632	0	45,642	0	304,274
HAWAII	3	1,007,000	355,984	129,179	5,206	0	1,497,369
IDAHO	0	0	0	0	0	0	0
ILLINOIS	26	0	1,767,401	1,178,268	181,893	538,401	3,665,963
INDIANA	19	1,359,042	2,699,904	0	50,000	0	4,108,946
IOWA	29	203,341	1,754,318	0	124,608	331,575	2,413,842
KANSAS	13	197,719	1,244,407	0	67,548	263,758	1,773,432
KENTUCKY	20	0	2,207,801	47,500	200,000	447,407	2,902,708
LOUISIANA	33	222,950	1,817,687	0	360,112	0	2,400,749
MAINE	14	394,400	450,002	410,916	210,568	173,769	1,639,655
MARYLAND	19	573,601	842,569	44,717	15,000	0	1,475,887
MASSACHUSETTS	14	226,840	1,194,326	349,452	232,495	232,868	2,235,981
MICHIGAN	65	1,141,256	3,709,731	27,353	0	629,637	5,507,977
MINNESOTA	85	1,097,600	1,131,611	0	0	0	2,229,211
MISSISSIPPI	13	88,521	1,558,732	575,240	353,577	353,576	2,929,646
MISSOURI	31	0	2,454,190	0	170,000	9,500	2,633,690
MONTANA	9	0	604,605	0	0	106,696	711,301
NEBRASKA	25	0	917,352	0	73,280	84,491	1,075,123
NEVADA	5	0	80,000	40,000	20,404	210,000	350,404
NEW HAMPSHIRE	1	703,200	518,482	415,374	139,166	87,636	1,863,858
NEW JERSEY	50	628,981	1,594,484	132,530	357,571	198,978	2,912,544
NEW MEXICO	14	90,000	207,750	292,052	155,927	297,121	1,042,850
NEW YORK	53	1,619,600	2,482,307	0	700,430	700,430	5,502,767
NORTH CAROLINA	37	2,449,322	300,991	1,366,044	744,063	100,000	4,960,420
NORTH DAKOTA	24	0	361,950	63,050	22,133	78,906	526,039
NORTHERN MARIANA	1	114,801	0	0	0	0	114,801
OHIO	46	1,502,108	2,032,929	0	757,508	757,508	5,050,053
OKLAHOMA	16	289,558	1,214,732	887,131	300,000	0	2,691,421
OREGON	0	0	0	0	0	0	0
PENNSYLVANIA	31	56,000	4,388,379	0	400,000	935,008	5,779,387
PUERTO RICO	7	1,430,916	0	0	0	252,516	1,683,432
RHODE ISLAND	1	0	0	692,812	5,002	0	697,814
SOUTH CAROLINA	14	1,298,736	1,052,316	0	372,407	0	2,723,459
SOUTH DAKOTA	10	0	372,656	242,077	26,467	0	641,200
TENNESSEE	11	1,225,830	1,725,280	1,084,911	0	480,735	4,516,756
TEXAS	41	5,821,326	3,183,569	1,365,580	500,000	1,014,966	11,885,441
UTAH	3	290,246	50,000	0	72,909	72,910	486,065
VERMONT	9	1,589,600	228,468	372,820	150,000	0	2,340,888
VIRGIN ISLANDS	1	0	104,298	0	18,405	0	122,703
VIRGINIA	16	1,245,409	2,727,482	0	0	0	3,972,891
WASHINGTON	11	2,031,204	264,832	0	238,913	296,364	2,831,313
WEST VIRGINIA	12	144,688	1,294,277	0	253,935	0	1,692,900
WISCONSIN	50	551,950	3,386,404	0	125,000	621,786	4,685,140
WYOMING	3	23,451	169,824	103,332	51,139	61,367	409,113
TOTAL	1,150	\$37,701,929	\$64,908,992	\$13,135,684	\$10,091,234	\$11,805,353	\$137,643,192

FY 1996
NON-URBANIZED AREA FORMULA OBLIGATIONS
(BY CATEGORY)

Figure 11

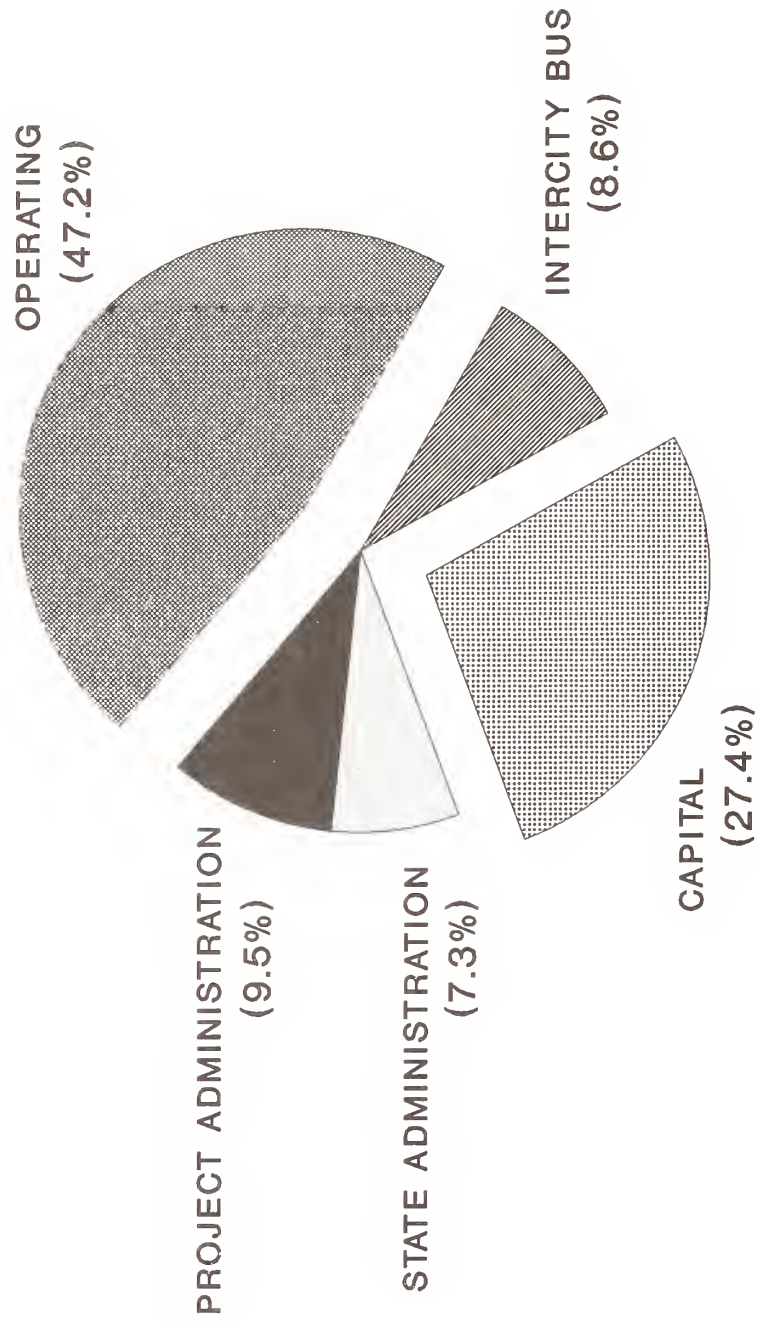


TABLE 11-1

NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 1996 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS
ALABAMA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ALASKA	0	0	59,326	0	0	0	59,326
AMERICAN SAMOA	0	0	0	0	0	0	0
ARIZONA	0	182,453	0	0	0	0	182,453
ARKANSAS	55,000	0	0	0	0	45,000	100,000
CALIFORNIA	0	0	0	0	0	776,264	776,264
COLORADO	0	0	0	0	0	0	0
CONNECTICUT	0	0	0	0	0	0	0
DELAWARE	0	268,704	0	0	0	0	268,704
FLORIDA	411,517	87,500	0	0	0	0	499,017
GEORGIA	581,680	0	0	0	0	0	581,680
GUAM	0	0	0	0	0	0	0
HAWAII	0	0	0	0	0	0	0
IDAHO	0	0	0	0	0	0	0
ILLINOIS	0	538,401	0	0	0	0	538,401
INDIANA	0	0	0	0	0	0	0
IOWA	0	331,575	0	0	0	0	331,575
KANSAS	144,000	112,169	0	0	0	7,589	263,758
KENTUCKY	0	447,407	0	0	0	0	447,407
LOUISIANA	0	0	0	0	0	0	0
MAINE	0	77,000	0	0	0	96,769	173,769
MARYLAND	0	0	0	0	0	0	0
MASSACHUSETTS	0	0	232,868	0	0	0	232,868
MICHIGAN	629,637	0	0	0	0	0	629,637
MINNESOTA	0	0	0	0	0	0	0
MISSISSIPPI	0	282,860	70,716	0	0	0	353,576
MISSOURI	0	9,500	0	0	0	0	9,500
MONTANA	0	0	0	0	0	106,696	106,696
NEBRASKA	54,400	0	0	13,993	16,098	0	84,491
NEVADA	0	170,000	0	40,000	0	0	210,000
NEW HAMPSHIRE	0	50,712	0	36,924	0	0	87,636
NEW JERSEY	0	0	0	0	0	198,978	198,978
NEW MEXICO	70,500	128,725	0	97,896	0	0	297,121
NEW YORK	380,000	320,430	0	0	0	0	700,430
NORTH CAROLINA	0	100,000	0	0	0	0	100,000
NORTH DAKOTA	0	78,906	0	0	0	0	78,906
NORTHERN MARIANA	0	0	0	0	0	0	0
OHIO	0	0	0	0	0	757,508	757,508
OKLAHOMA	0	0	0	0	0	0	0
OREGON	0	0	0	0	0	0	0
PENNSYLVANIA	0	695,008	240,000	0	0	0	935,008
PUERTO RICO	0	0	0	0	0	252,516	252,516
RHODE ISLAND	0	0	0	0	0	0	0
SOUTH CAROLINA	0	0	0	0	0	0	0
SOUTH DAKOTA	0	0	0	0	0	0	0
TENNESSEE	0	0	0	0	0	480,735	480,735
TEXAS	1,014,966	0	0	0	0	0	1,014,966
UTAH	0	0	72,910	0	0	0	72,910
VERMONT	0	0	0	0	0	0	0
VIRGIN ISLANDS	0	0	0	0	0	0	0
VIRGINIA	0	0	0	0	0	0	0
WASHINGTON	0	296,364	0	0	0	0	296,364
WEST VIRGINIA	0	0	0	0	0	0	0
WISCONSIN	0	257,516	0	0	0	364,270	621,786
WYOMING	0	0	0	0	0	61,367	61,367
TOTAL	\$3,341,700	\$4,435,230	\$675,820	\$188,813	\$16,098	\$3,147,692	\$11,805,353

TABLE 12

FY96 NON-URBANIZED AREA FORMULA OBLIGATIONS FOR VEHICLES

	STANDARD BUS	MEDIUM BUS	SMALL BUSES	TROLLEY STYLE BUS	COMMUTER/ INTERCITY BUS	VANS	STATION WAGONS & SEDANS	FY 1996 VEHICLE TOTAL
ALABAMA	0	0	5	0	0	22	0	27
ALASKA	0	0	0	0	0	1	0	1
AMERICAN SAMOA	0	0	0	0	0	1	0	1
ARIZONA	0	0	5	0	0	2	0	7
ARKANSAS	0	0	5	0	0	7	0	12
CALIFORNIA	1	15	19	0	0	8	1	44
COLORADO	0	0	2	0	0	0	0	2
CONNECTICUT	0	0	8	0	0	0	0	8
DELAWARE	0	0	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0	0	0
GEORGIA	0	0	10	0	0	33	0	43
GUAM	0	0	0	0	0	0	0	0
HAWAII	0	8	0	0	0	0	0	8
IDAHO	0	0	0	0	0	0	0	0
ILLINOIS	0	0	0	0	0	0	0	0
INDIANA	0	0	11	0	0	8	2	21
IOWA	0	0	0	1	0	4	0	5
KANSAS	0	0	0	0	0	11	0	11
KENTUCKY	0	0	0	0	0	0	0	0
LOUISIANA	0	0	0	0	0	9	0	9
MAINE	0	0	7	0	0	1	0	8
MARYLAND	0	0	7	0	0	4	0	11
MASSACHUSETTS	0	0	4	0	0	0	0	4
MICHIGAN	0	0	14	0	0	4	0	18
MINNESOTA	0	0	24	0	0	0	0	24
MISSISSIPPI	0	0	0	0	0	0	0	0
MISSOURI	0	0	0	0	0	0	0	0
MONTANA	0	0	0	0	0	0	0	0
NEBRASKA	0	0	0	0	0	2	0	2
NEVADA	0	0	0	0	0	0	0	0
NEW HAMPSHIRE	2	0	0	0	0	0	0	2
NEW JERSEY	0	0	11	0	0	0	0	11
NEW MEXICO	0	0	2	0	0	3	0	5
NEW YORK	0	5	19	0	3	0	0	27
NORTH CAROLINA	0	1	15	0	0	71	0	87
NORTH DAKOTA	0	0	0	0	0	0	0	0
NO. MARIANAS	0	0	0	0	0	0	0	0
OHIO	0	0	0	0	0	35	10	45
OKLAHOMA	0	0	9	2	0	0	0	11
OREGON	0	0	0	0	0	0	0	0
PENNSYLVANIA	0	0	0	0	0	0	0	0
PUERTO RICO	0	0	0	0	0	0	0	0
RHODE ISLAND	0	0	0	0	0	0	0	0
SOUTH CAROLINA	0	0	1	0	0	1	0	2
SOUTH DAKOTA	0	0	0	0	0	0	0	0
TENNESSEE	0	0	0	0	0	62	0	62
TEXAS	0	0	3	1	0	9	0	13
UTAH	0	0	1	1	0	0	0	2
VERMONT	0	0	12	0	0	0	0	12
VIRGIN ISLANDS	0	0	0	0	0	0	0	0
VIRGINIA	0	0	2	0	0	19	0	21
WASHINGTON	0	0	13	0	0	0	0	13
WEST VIRGINIA	0	0	0	0	0	3	0	3
WISCONSIN	0	0	4	0	0	15	4	23
WYOMING	0	0	0	0	0	0	0	0

TOTAL	3	29	213	5	3	335	17	605
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TABLE 13

**FY 1996 OBLIGATIONS
RURAL TRANSIT ASSISTANCE PROGRAMS
BY STATE AND BY ACTIVITY**

	TRAINING	TECHNICAL ASSISTANCE	RESEARCH	SUPPORT SERVICES	TOTAL
ALABAMA	\$10,000	\$40,000	\$35,000	\$12,295	\$97,295
ALASKA	53,053	4,000	0	0	57,053
AMERICAN SAMOA	11,005	0	0	0	11,005
ARIZONA	47,400	14,000	4,000	6,290	71,690
ARKANSAS	87,810	0	0	0	87,810
CALIFORNIA	142,282	0	0	0	142,282
COLORADO	69,699	0	0	0	69,699
CONNECTICUT	65,000	2,868	0	0	67,868
DELAWARE	0	0	0	0	0
FLORIDA	70,323	30,000	0	4,000	104,323
GEORGIA	0	107,235	0	11,915	119,150
GUAM	0	0	0	0	0
HAWAII	57,928	0	0	0	57,928
IDAHO	0	0	0	0	0
ILLINOIS	28,205	57,145	11,429	17,144	113,923
INDIANA	23,646	56,300	22,520	10,134	112,600
IOWA	89,418	0	0	0	89,418
KANSAS	21,681	38,887	17,432	3,356	81,356
KENTUCKY	59,500	27,800	0	19,461	106,761
LOUISIANA	66,000	11,575	0	15,235	92,810
MAINE	51,563	0	0	19,095	70,658
MARYLAND	55,000	15,790	0	5,000	75,790
MASSACHUSETTS	30,000	25,000	10,000	12,639	77,639
MICHIGAN	143,851	0	0	0	143,851
MINNESOTA	0	0	0	0	0
MISSISSIPPI	44,167	43,914	0	3,952	92,033
MISSOURI	100,168	0	0	0	100,168
MONTANA	42,000	20,684	0	0	62,684
NEBRASKA	39,512	29,626	0	0	69,138
NEVADA	25,000	25,000	0	6,248	56,248
NEW HAMPSHIRE	37,644	19,000	0	9,900	66,544
NEW JERSEY	92,818	35,000	0	20,000	147,818
NEW MEXICO	40,000	0	0	28,596	68,596
NEW YORK	44,400	83,867	0	5,000	133,267
NORTH CAROLINA	71,220	51,000	0	16,234	138,454
NORTH DAKOTA	38,500	20,880	0	0	59,380
NORTHERN MARIANA	0	0	0	0	0
OHIO	30,000	110,053	0	0	140,053
OKLAHOMA	49,500	37,000	0	2,480	88,980
OREGON	0	0	0	0	0
PENNSYLVANIA	18,000	17,000	0	115,455	150,455
PUERTO RICO	35,000	15,000	10,000	20,019	80,019
RHODE ISLAND	49,845	4,000	0	0	53,845
SOUTH CAROLINA	62,272	0	0	32,000	94,272
SOUTH DAKOTA	51,434	4,000	1,000	5,000	61,434
TENNESSEE	107,150	0	0	0	107,150
TEXAS	94,158	76,500	0	0	170,658
UTAH	23,500	23,000	10,000	2,168	58,668
VERMONT	30,223	30,000	0	0	60,223
VIRGINIA	60,000	40,669	0	0	100,669
VIRGIN ISLANDS	12,188	0	0	0	12,188
WASHINGTON	44,064	28,000	0	13,439	85,503
WEST VIRGINIA	18,000	55,000	0	7,188	80,188
WISCONSIN	54,000	20,000	0	28,500	102,500
WYOMING	25,210	13,750	10,313	8,022	57,295
TOTAL	\$2,523,337	\$1,233,543	\$131,694	\$460,765	\$4,349,339

INTERSTATE SUBSTITUTE TRANSIT PROGRAM

The Interstate Substitute program was established by the 1973 Federal-Aid Highway Act and amended by subsequent legislation. The law permits State and local officials to withdraw planned Interstate routes, or segments which were within or which connect urbanized areas, and to substitute mass transit or non-interstate highway projects. Withdrawal requests were reviewed and approved jointly by FTA and the Federal Highway Administration (FHWA). Under ISTEA, the provisions for "flexible" funding permit Interstate Substitute Highway funds to be transferred to FTA and used for Interstate Substitute transit projects. In FY 1996, \$81 million of transferred Interstate Substitute Highway funds was obligated for New York. Including this amount, the total obligations for Interstate Substitute were \$116,006,669. Please see below for the breakdown of this amount.

Substitute funds may be used for a wide variety of highway and public mass transit projects. Interstate grants for transit projects can finance, for example, the construction and improvements of transit facilities, the purchase of rolling stock and other transportation equipment. In FY 1996, \$5,430,650 of Interstate Substitute funds were used to purchase 20 standard buses and 32 vans. The Federal participation of Interstate Substitute transit projects is 85 percent. The level of obligations for the Interstate Substitute transit program reached a peak of \$679 million in FY 1980. Since then, there has been a continuous downward trend in the annual amounts obligated for this program.

As the Interstate Highway System itself draws near its completion, substitute projects of either a highway or transit nature have largely been completed, and this is reflected in the lowering level of annual obligations. FY 1995 was the last year in which Interstate Substitute funds were appropriated. With the exception of the \$81 million of flex funds transferred and obligated for New York in FY 1996, all other obligations used carryover from previous fiscal years.

<u>URBANIZED AREA</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Boston, MA	Fixed Guideway Mod.	\$ 620,993
Connecticut	Bus Maintenance Facility	40,800
Providence-Pawtucket, RI	Bus Purchase	5,430,650
Providence-Pawtucket, RI	Bus Other	2,465,748
New York, NY	Fixed Guideway Mod.	82,560,900*
Baltimore, MD	Fixed Guideway Mod.	11,525,884
Portland-Vancouver, OR	Planning	<u>13,361,694</u>
	Total FY 1996 Obligations:	\$116,006,669

*Includes \$81 million of transferred Interstate Substitute Highway funds

WASHINGTON, D.C. METRORAIL CONSTRUCTION

Public Law 96-184, the National Capital Transportation Amendments Act of 1979, also known as the "Stark-Harris Act", provides authorization for up to \$1.7 billion of 80 percent Federal matching funds for the construction of the Washington Metrorail system.

Federal funds under this Act were first appropriated in fiscal year 1983. The funds available under the Stark-Harris Act permitted completion of 89.5 miles of the Metrorail system as provided under the terms of a Full Funding Grant Agreement executed with the Washington Metropolitan Area Transit Authority (WMATA) in July of 1986. Total Federal funding for Metrorail construction from fiscal year 1984 through fiscal year 1991 was \$1.4 billion. The balance of the \$1.7 billion Stark-Harris authorization was appropriated in fiscal year 1993.

Public Law 101-551, the Amendments of 1990, authorized an additional \$1.3 billion of 62.5 percent matching Federal funds to finance construction of the remaining 13.5 miles of the Metrorail system. Appropriations under this authorization totalling \$845.4 million were provided in fiscal years 1992, 1993, 1994, 1995, and 1996.

Total appropriations and obligations under this authorization for Metrorail construction for fiscal years 1992 through 1996 are listed below.

Fiscal Year	Appropriations	Obligations
1992	\$95.9	\$95.5
1993	153.1	153.1
1994	198.8	198.8
1995	199.0	199.0
1996	199.0	199.0

(in millions)

Note: Congress has authorized: 1970 - \$1.1 billion direct appropriations; 1976 - \$2.2 billion Interstate Transfer; 1979 - \$1.7 billion Stark-Harris; and 1993 - \$1.3 billion Stark-Harris II authorization.

FLEXIBLE FUNDS

The 1991 ISTEA legislation provided flexible funding opportunities to state and local governments allowing them the option of using some Federal Highway Administration (FHWA) funds for transit projects and vice versa. Over \$70 billion in highway or transit projects is usable within the six-year life of the authorization at the discretion of state and local officials. Over \$12 billion was available for flexible fund use in FY 1996. These funds can be transferred to Sections 5307, 5310, 5311, 5313(b) and the Interstate Substitute Program to support transit projects.

During the past five years, \$59.1 billion was available from FHWA flexible funds for transit, of which approximately \$3.0 billion, or 5 percent, was transferred to FTA. In addition, approximately \$6.1 billion was available in transit capital funds from FTA flexible funds for highway use. Of this amount, \$13.6 million, less than 1 percent, was transferred to FHWA.

In FY 1996, there was a total of \$907.0 million available flexible funds of which \$780.1 million was transferred in FY 1996. The remaining available \$126.9 million is the unobligated carryover of prior year transfers. Like the four previous years, CMAQ led in the requests for transfers of flexible funds, although the percentage of CMAQ funds fell. In FY95, 60 percent of the funds transferred were CMAQ. In FY96, CMAQ transfers were 44 % of the total. Second in demand were the STP funds that represented 42 percent of the transfers. This is a sharp rise from FY95, when STP transfers were 25% of the total. FHWA earmarks were determined at four percent and Interstate Substitute funds as 10 percent.

The flexible fund obligations fell in FY 1996 to \$686.6 million. This is \$220.7 million less than obligations posted in FY 1995 (\$907.3 million). The composition of these obligations is \$337.9 million (49 percent) in CMAQ; \$247.1 million (36 percent) in STP; \$20.6 million (3 percent) in FHWA earmarks, and \$81.0 million (12 percent) in Interstate Substitute funds. The FY 1996 obligations represented 204 projects in 41 states compared to 234 in 39 states last year. As in the four previous years, the bus category ranked first in the amount of flexible funds that were used; \$262.4 million or 38 percent followed by 30 percent for fixed guideway; 25 percent for new systems; and seven percent for miscellaneous projects.

The flexible funds transferred from FHWA are drawn from the following sources:

Surface Transportation Program (STP). STP is the largest FHWA flexible funds program. Funding is at 80 percent Federal share and may be used for all projects eligible for funds under current FTA programs excluding Section 5307 operating assistance. In FY 1996, there was a total of \$357.8 million available, of which \$33.6 million was comprised of prior year unobligated carryover funds. FY96 STP transfers rose to their highest level at \$342.2 million. This is \$123.9 million higher than FY95 transfers. STP obligations for FY 1996 were \$247.1 million.

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program. CMAQ funds are used to support transportation projects in air quality nonattainment areas. A CMAQ

project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources. In FY 1996, \$344.6 million or 44 percent was transferred for CMAQ projects. Of the total \$433.0 million of CMAQ funds available in FY 1996, \$337.9 million was obligated.

Interstate Substitute Funds. While these Highway funds are now eligible for transit use, they are limited to the construction and improvements of fixed guideways, the purchase of rolling stock (buses) and other transportation equipment, and any other project eligible under FTA's Section 5309 capital grant program. In FY 1996, \$81.0 million was transferred to FTA and obligated.

FHWA Earmark. Several transit projects are earmarked under ISTEA Title I as innovative demonstration, congestion relief and intermodal projects. In FY 1996, \$30.3 million was transferred increasing the funds available to a total of \$35.2 million of which \$20.6 million was obligated.

FTA Funds Transferred for Highway Projects. In FY 1996, FTA received three requests totaling \$11.4 million to transfer funds to FHWA for highway-related activities. This consisted of \$0.4 million for the second segment of a project in Kansas City, \$0.2 million for a project in Durham, NC, and \$10.8 million for various highway projects in Rhode Island. In FY 1995, \$2.2 million was transferred to FHWA, representing \$0.4 million for the first segment of a project in Kansas City, and \$1.8 million for a project in Spokane. Cumulatively, \$13.6 million in urbanized area formula capital funds has been transferred to FHWA for highway-related activities.

**ISTEA Flexible Funds Available in FY 1996 for Transit Projects
and Urbanized Area Formula Funds Transferred to FHWA
(FY 1996 Plus Prior Year Carryover, As of September 30, 1996)**

FHWA FUNDS AVAILABLE TO FTA FOR TRANSIT PROJECTS						
GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
AK-Anchorage	5307	Purchase replacement buses	909,700	0	909,700	909,700
AK-DOT	5310	Purchase vans	0	183,759	183,759	183,759
AK-DOT	5311	Purchase van	0	43,666	43,666	43,666
Subtotal (Ak)		(3 projects)	909,700	227,425	1,137,125	1,137,125
AL-Birmingham	5307	Capital assistance	381,365	1,361,603	1,742,968	1,742,968
AL-DOT	5311	Capital assistance	0	353,032	353,032	353,032
Subtotal (AL)		(2 projects)	381,365	1,714,635	2,096,000	2,096,000
AZ-Phoenix	5307	Purchase vehicles / equip	5,549,400	0	5,549,400	5,549,400
AZ-Tucson	5307	Purchase vehicles / equip	0	1,000,000	1,000,000	0
Subtotal (AZ)		(2 projects)	5,549,400	1,000,000	6,549,400	5,549,400
CA-Bakersfield	5307	Capital assistance	398,385	0	398,385	398,385
CA-Bakersfield	5307	CNG buses / engines	492,000	0	492,000	492,000
CA-Bakersfield	5307	Replace buses / vans	2,517,909	0	2,517,909	2,517,909
CA-DOT	5307	Intermodal facility / Land acq.	524,000	0	524,000	524,000
CA-DOT	5307	Carryover from old project	0	100	100	0
CA-DOT	5307	Carryover from old project	0	250	250	0
CA-DOT	5307	New service	500	0	500	500
CA-DOT	5307	CNG bus	172,770	0	172,770	172,770
CA-DOT	5307	Capital assistance	441,000	0	441,000	315,000
CA-DOT	5307	Maintenance equipment	0	17,706	17,706	17,706
CA-DOT	5307	Purchase buses	1,099,852	0	1,099,852	1,097,850
CA-DOT	5307	CMAQ test train	100,000	0	100,000	100,000
CA-DOT	5307	Purchase vans / computer equip	1,000,000	60,000	1,060,000	1,060,000
CA-DOT	5307	Demand-response service	27,000	0	27,000	0
CA-DOT	5307	Recovery from prior year obligation	500	0	500	0
CA-DOT	5307	Carryover from old project	0	55,000	55,000	0
CA-DOT	5307	Carryover from old project	38	0	38	0
CA-DOT	5310	Demand Response Commun.	115,089	400,000	515,089	515,089
CA-DOT	5311	Purchase buses	2,999	0	2,999	0
CA-DOT	5311	Capital assistance	66,000	0	66,000	0
CA-DOT	5311	Purchase vehicles/equip	3,901,357	116,000	4,017,357	4,017,345
CA-Fairfield	5307	Const. Multimodal Transit Facili	2,510,000	0	2,510,000	2,510,000
CA-Los Angeles	5307	Purchase 23 buses	4,111,000	0	4,111,000	0
CA-Los Angeles	5307	MOS-3	40,000,000	75,000,000	115,000,000	20,000,000
CA-Los Angeles	5307	Purchase vehicles	3,348,000	0	3,348,000	3,348,000
CA-Los Angeles	5307	LRV operations	21,200,000	0	21,200,000	0
CA-Los Angeles	5307	LRVs	0	34,777,000	34,777,000	34,777,000
CA-Oxnard	5307	Demo program	1,138,000	0	1,138,000	1,138,000
CA-Sacramento	5307	ADA imprvmts/bike lockers*	3,960	0	3,960	0
CA-Sacramento	5307	CNG fuel system*	1,148	0	1,148	0
CA-Sacramento	5307	Purchase electric bus	2	281,792	281,794	177,869
CA-Sacramento	5307	Cap asst / Retrofit buses ADA	177,360	0	177,360	0
CA-Sacramento	5307	Carryover from old project	0	2	2	0
CA-Sacramento	5307	Purchase equip	0	48,000	48,000	48,000
CA-Sacramento	5307	Capital projects	1,180,000	100,000	1,280,000	1,280,000
CA-San Diego	5307	Sorrento Valley service	143,611	0	143,611	143,611
CA-San Diego	5307	Sorrento Valley service	725,946	0	725,946	725,946
CA-San Francisco	5307	Construction of bus terminals*	1,318,000	468,700	1,786,700	1,786,675
CA-San Francisco	5307	Construct Park & Ride facility*	400,000	0	400,000	0
CA-San Francisco	5307	Purchase LRVs / equip	8,522,000	42,709,492	51,231,492	51,231,492
CA-San Francisco	5307	Track rehab	0	2,248,000	2,248,000	2,248,000
CA-San Francisco	5307	Purchase 3 locomotives	6,638,000	0	6,638,000	0
CA-San Francisco	5307	Purchase buses	0	814,800	814,800	814,800
CA-San Francisco	5307	Purchase buses	0	12,099,000	12,099,000	0
CA-San Francisco	5307	Capital assistance	0	2,285,000	2,285,000	2,285,000
CA-San Francisco	5307	Purchase bus / Transfer stations	585,000	200,000	785,000	785,000
CA-San Jose	5307	LRT extension project	15,034,000	0	15,034,000	15,034,000

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
CA-Santa Barbara	5307	New service	304,000	0	304,000	304,000
CA-Santa Maria	5307	Carryover from old project*	20,000	0	20,000	0
CA-Simi Valley	5307	Purchase bus equip	354,000	0	354,000	354,000
CA-Stockton	5307	Capital assistance	1,672,088	0	1,672,088	1,672,088
Subtotal (CA)		(44 projects)	120,245,514	171,680,842	291,926,356	151,892,035
CO-Denver	5307	DIA service	900,000	0	900,000	900,000
CO-Denver	5307	Carryover from old projec*	0	780	780	0
Subtotal (CO)		(1 project)	900,000	780	900,780	900,000
CT-DOT	5307	Carryover from old project*	0	2	2	0
CT-DOT	5307	Purchase buses	0	235,920	235,920	235,920
CT-Hartford	5307	Griffin LRT study	0	200,000	200,000	200,000
CT-Norwalk	5307	Dev. train station	0	2,420,000	2,420,000	2,420,000
Subtotal (CT)		(3 projects)	0	2,855,922	2,855,922	2,855,920
DC-WMATA	5307	Purchase 25 buses*	4,520,000	14,748,000	19,268,000	19,268,000
DC-WMATA	5307	Purchase replacement buses	1,755,000	0	1,755,000	1,755,000
DC-WMATA	5307	Purchase repl buses*	12,345,376	39,400	12,384,776	12,345,376
Subtotal (DC)		(3 projects)	18,620,376	14,787,400	33,407,776	33,368,376
FL-Miami	5307	Capital assistance	3,653,750	0	3,653,750	3,653,750
FL-St. Petersburg	5307	Purchase vehicles	5,440,152	0	5,440,152	0
FL-St. Petersburg	5307	Purchase equipment	44,194	0	44,194	44,194
Subtotal (FL)		(3 projects)	9,138,096	0	9,138,096	3,697,944
GA-Atlanta	5307	Design/constr ADA access	0	2,359,168	2,359,168	0
GA-Atlanta	5307	Purch 15 expn buses	615,804	0	615,804	615,804
GA-Atlanta	5307	35 paratransit vans/elevator	0	611,232	611,232	0
GA-Atlanta	5307	Bus service expansion	1,227,017	0	1,227,017	0
Subtotal (GA)		(4 projects)	1,842,821	2,970,400	4,813,221	615,804
HI- DOT	5311	Capital assistance	0	977,000	977,000	977,000
Subtotal (HI)		(1 project)	0	977,000	977,000	977,000
IA-Des Moines	5307	Intermodal transp. center	500,000	0	500,000	500,000
IA-Des Moines	5307	Purchase buses/vans	0	460,000	460,000	460,000
IA-Gov	5311	Vehicle/facility improvements	0	201,541	201,541	201,541
IA-Gov	5311	Vehicle/facility improvements	0	1,800	1,800	1,800
IA-Sioux City	5307	CNG vehicles / CNG retrofit	527,705	0	527,705	527,705
Subtotal (IA)		(5 projects)	1,027,705	663,341	1,691,046	1,691,046
ID-Boise	5307	Purchase rolling stock	744,000	0	744,000	744,000
ID-DOT	5311	Capital assistance	120,000	0	120,000	0
Subtotal (ID)		(2 projects)	864,000	0	864,000	744,000
IL-Chicago (RTD)	5307	Rehab station/cars	0	1,000	1,000	0
IL-Chicago (PACE)	5307	Park-n-Ride*	0	10,400	10,400	0
IL-Chicago	5307	Orange system study	2,560,000	0	2,560,000	0
IL-Chicago	5307	Rail station rehab	5,494,540	910,600	6,405,140	6,405,140
IL-Chicago	5307	Station rehab	0	132,000	132,000	131,950
IL-Chicago	5307	Transit station	6,183,200	0	6,183,200	6,183,200
IL-Chicago	5307	Natural gas vanpool service	233,100	0	233,100	233,100
IL-Chicago	5307	Subway platform design	1,600,000	0	1,600,000	1,600,000
IL-Chicago	5307	Transit station design	960,000	0	960,000	960,000
IL-Chicago	5307	Transfer centers	12,500,000	0	12,500,000	12,500,000
IL-Chicago	5307	Demo prgms / Purchase vans	5,190,400	0	5,190,400	5,190,400
IL-Chicago	5307	Downtown pedways	80,000	0	80,000	80,000
IL-DOT	5307	Planning	480,000	0	480,000	0
IL-St. Louis	5307	Purch. 5 std. heavy-duty buses	915,200	0	915,200	915,200
Subtotal (IL)		(14 projects)	36,196,440	1,054,000	37,250,440	34,198,990
IN-NWIN	5307	New service	200,800	0	200,800	200,800
IN-NWIN	5307	New service	1,526,400	0	1,526,400	0
IN-NWIN	5307	Purchase buses	997,056	0	997,056	997,056
IN-NWIN	5307	Purchase vehicles	60,000	0	60,000	0

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
IN-NWIN	5307	New service	114,522	0	114,522	0
IN-NWIN	5307	Purchase vehicles	451,852	0	451,852	0
IN-NWIN	5307	New service	2,044,624	0	2,044,624	0
Subtotal (IN)		(7 projects)	5,395,254	0	5,395,254	1,197,856
KY-Louisville	5307	Alternative Analysis*	320,000	0	320,000	320,000
Subtotal (KY)		(1 project)	320,000	0	320,000	320,000
LA-Baton Rouge	5307	Purchase buses / shop equip	1,300,000	0	1,300,000	1,300,000
LA-New Orleans	5307	Purchase vehicles / equipment	0	1,000,000	1,000,000	0
LA-New Orleans	5307	Purchase 9 replacement buses	0	1,000,000	1,000,000	1,000,000
Subtotal (LA)		(3 projects)	1,300,000	2,000,000	3,300,000	2,300,000
MA-Boston	5307	Carryover from old project*	2	0	2	0
MA-Boston	5307	Bike racks / lockers	30,000	0	30,000	30,000
MA-Boston	5307	Purch alt fuel buses/New serv.	685,000	0	685,000	685,000
MA-Boston	5307	Purchase 5 repl buses	0	720,000	720,000	720,000
MA-Boston	5307	Accessibility improvements	0	588,151	588,151	588,148
MA-Boston	5307	Old Colony Restoration Project	5,400,000	0	5,400,000	5,400,000
MA-Boston	5307	Bike lockers; Expand pkg lot	101,880	0	101,880	0
MA-Boston	5307	PNR improvements	3,004,800	0	3,004,800	0
MA-DOT	5307	Purchase vehicles	466,403	0	466,403	466,400
MA-DOT	5307	Redesign/renovate garage	0	35,800	35,800	35,800
MA-DOT	5307	Purchase buses	509,800	0	509,800	0
MA-DOT	5307	Purch 2 buses/Terminal construc	1,135,800	0	1,135,800	1,135,800
MA-DOT	5307	Design pkg garage expansion	0	200,000	200,000	200,000
MA-DOT	5307	Trolley demo service	67,440	0	67,440	67,440
MA-DOT	5307	New service	244,192	0	244,192	244,192
MA-DOT	5307	Purchase vehicles	0	368,000	368,000	0
MA-DOT	5307	Purchase vehicles	749,252	0	749,252	0
MA-DOT	5307	Recovery from prior year obligation	7,452	0	7,452	0
MA-DOT	5311	Purchase expn bus	100,463	0	100,463	100,463
MA-DOT	5311	Purchase mini buses/New serv.	226,840	0	226,840	226,840
MA-DOT	5311	Capital assistance	40,000	0	40,000	0
MA-Springfield	5307	Bike racks	66,000	0	66,000	65,980
MA-Springfield	5307	Purchase repl buses	2,000,000	0	2,000,000	2,000,000
MA-Springfield	5307	Purchase vehicles	114,000	0	114,000	0
MA-Worcester	5307	New shuttle service	190,000	0	190,000	88,000
MA-Worcester	5307	Purchase vehicles	162,000	0	162,000	0
MA-Worcester	5307	Renovate intermodal facility	2,290,320	0	2,290,320	1,600,000
Subtotal (MA)		(25 projects)	17,591,644	1,911,951	19,503,595	13,654,063
MD-Baltimore	5307	Purch. bus/LRT vehicles/equip	8,526,000	0	8,526,000	8,526,000
Subtotal (MD)		(1 project)	8,526,000	0	8,526,000	8,526,000
ME-DOT	5307	Demonstration Project	283,788	0	283,788	57,540
ME-DOT	5307	AVCOG subscrip.bus service*	500,000	0	500,000	0
ME-DOT	5307	Purchase vehicles/Design PNRs	404,416	128,000	532,416	532,416
ME-DOT	5307	Purchase vehicles / equip	0	88,000	88,000	88,000
ME-DOT	5307	Purchase vehicles	901,368	120,000	1,021,368	0
ME-DOT	5307	Purchase vehicles	121,600	0	121,600	0
ME-DOT	5311	Purchase vehicles	39,360	0	39,360	0
ME-DOT	5311	Purchase vehicles	36,800	394,400	431,200	431,200
ME-Portland	5307	Ferry terminal improvements	0	240,000	240,000	240,000
Subtotal (ME)		(9 projects)	2,287,332	970,400	3,257,732	1,349,156
MI-Detroit	5307	Purchase vehicles*	0	115,100	115,100	0
MI-Detroit	5307	Purchase buses/equip*	389,336	0	389,336	389,336
MI-Detroit	5307	Purchase vehicles	316	0	316	0
MI-Detroit	5307	Purchase vehs/equip	6,944,440	1,300,000	8,244,440	8,244,440
MI-Detroit	5307	New service	1,600,000	0	1,600,000	1,600,000
MI-DOT	5307	Recovery from prior year obligation	1,372	0	1,372	0
MI-DOT	5307	Purchase demand-response vehs	120,000	0	120,000	120,000
MI-DOT	5307	Recovery from prior year obligation	0	390	390	0
MI-DOT	5307	Recovery from prior year obligation	0	24,536	24,536	0
MI-DOT	5307	Recovery from prior year obligation	0	6,697	6,697	0

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
MI-DOT	5311	Capital assistance	72,800	652,560	725,360	725,360
MI-DOT	5311	Carryover from old project	1	0	1	0
MI-Flint	5307	Expand garage / Renov facility	0	4,000,000	4,000,000	4,000,000
MI-Grand Rapids	5307	Purchase repl vehicles*	64,000	0	64,000	0
MI-Kalamazoo	5307	Renovate facility exterior	0	80,000	80,000	80,000
MI-Lansing	5307	Bus shelters	0	25,600	25,600	25,600
Subtotal (MI)		(11 projects)	9,192,265	6,204,883	15,397,148	15,184,736
MN-DOT	5307	Rehab 26 buses	0	254,000	254,000	254,000
MN-DOT	5307	Purchase buses / equip	0	398,000	398,000	398,000
MN-DOT	5307	Purchase vehicle	0	16,868	16,868	16,865
MN-DOT	5307	Purchase 10 repl buses	0	1,760,000	1,760,000	1,760,000
MN-DOT	5311	Purchase vehicles	0	1,097,600	1,097,600	1,097,600
MN-Rochester	5307	Purchase 4 buses	0	318,000	318,000	318,000
Subtotal (MN)		(6 projects)	0	3,844,468	3,844,468	3,844,465
MO-St. Louis	5307	Clayton Transfer Center	800,000	0	800,000	800,000
MO-St. Louis	5307	Purch buses/New express serv	3,900,486	0	3,900,486	3,900,486
MO-St. Louis	5307	Ozone Action Project	1,275,749	0	1,275,749	1,275,749
MO-St. Louis	5307	PNR facility	7,899,440	0	7,899,440	869,680
Subtotal (MO)		(4 projects)	13,875,675	0	13,875,675	6,845,915
MT-Missoula	5307	Purchase 8 small repl buses	1,469,504	0	1,469,504	1,469,504
Subtotal (MT)		(1 project)	1,469,504	0	1,469,504	1,469,504
NC-Chapel Hill	5307	Capital assistance	0	4,000	4,000	4,000
Subtotal (NC)		(1 project)	0	4,000	4,000	4,000
NH-DOT	5307	Purchase repl buses	180,000	0	180,000	180,000
NH-DOT	5307	Capital/planning assistance	3,756	0	3,756	0
NH-DOT	5307	Purchase buses	76,000	0	76,000	0
NH-DOT	5307	Purchase vehicles	180,000	0	180,000	0
NH-DOT	5307	Purchase vehicles	188,515	0	188,515	0
NH-DOT	5307	Purchase vehicles	959,200	0	959,200	0
NH-DOT	5311	Lease & purchase 2 buses	703,200	0	703,200	703,200
NH-DOT	5311	Purchase vehicles	39,837	0	39,837	0
NH-DOT	5311	New service	0	144,000	144,000	144,000
Subtotal (NH)		(9 projects)	2,330,508	144,000	2,474,508	1,027,200
NJ-New Jersey Transit	5307	Expermental services/ mngmt	4,830,000	0	4,830,000	4,830,000
NJ-New Jersey Transit	5307	Hoboken Terminal rehab*	0	7,000,000	7,000,000	7,000,000
NJ-New Jersey Transit	5307	Experimental services/mngmt	6,500,000	0	6,500,000	6,500,000
NJ-New Jersey Transit	5307	Capital assistance	21,500,000	0	21,500,000	21,500,000
NJ-New Jersey Transit	5307	Newark Penn Station rehab	5,000,000	11,675,000	16,675,000	13,300,000
Subtotal (NJ)		(5 projects)	37,830,000	18,675,000	56,505,000	53,130,000
NM-Albuquerque	5307	Intermodal facility*	311,413	0	311,413	311,413
NM-Albuquerque	5307	Intermodal terminal	3,000,000	0	3,000,000	0
Subtotal (NM)		(2 projects)	3,311,413	0	3,311,413	311,413
NV-Reno	5307	Purchase buses, vans, & equip	28,500	0	28,500	0
NV-Reno	5307	Purchase 15 buses/12 vans	4,303,500	0	4,303,500	4,303,500
Subtotal (NV)		(2 projects)	4,332,000	0	4,332,000	4,303,500
NY-Buffalo	5307	Purchase buses/equipment	204,000	0	204,000	204,000
NY-Buffalo	5307	Transit restructuring study	560,000	0	560,000	560,000
NY-DOT	5307	Capital assistance	0	1,864,800	1,864,800	1,864,800
NY-DOT	5307	Purchase buses / equip	0	887,200	887,200	887,200
NY-DOT	5307	Recovery from prior year obligation	0	62,228	62,228	0
NY-DOT	5311	Capital assistance	0	504,143	504,143	504,143
NY-New York	5307	Capital assistance	1,040,000	0	1,040,000	1,040,000
NY-New York	5307	Rail improvements	19,500,000	3,424,000	22,924,000	22,924,000
NY-New York	5307	Purchase vehicles	1,436,000	1,827,200	3,263,200	3,263,200
NY-New York	5307	Capital assistance	15,100,800	38,922,500	54,023,300	54,023,300
NY-Rochester	5307	Capital assistance	0	1,695,744	1,695,744	1,695,744
NY-Niagara Falls	5307	New service	2,480,000	0	2,480,000	2,480,000

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
NY-New York	5309	Mt. Vernon Intermod. Center	0	5,629,747	5,629,747	555,850
NY-Syracuse	5307	CMAQ demo project	1,365,628	0	1,365,628	0
Subtotal (NY)		(13 projects)	41,686,428	54,817,562	96,503,990	90,002,237
OH-Akron	5307	Purch buses; Const. fuel facility	1,026,210	0	1,026,210	1,026,210
OH-Canton	5307	Carryover from old project	0	22	22	0
OH-Cincinnati	5307	Capital assistance	0	9,358,000	9,358,000	9,358,000
OH-Cleveland	5307	Street realignment (transit cntr)	0	266	266	0
OH-Cleveland	5307	Replace 13 paratransit vehicles	1,373,000	0	1,373,000	1,373,000
OH-Dayton	5307	Elec bus demo/New feeder route	3,875,758	0	3,875,758	3,875,758
OH-Dayton	5307	Purchase vehicles	146,600	0	146,600	146,600
OH-DOT	5307	Replace lift-equipped van	0	45,300	45,300	45,300
OH-DOT	5307	Purchase equip	0	3,000	3,000	0
OH-DOT	5307	Purchase buses	0	20,000	20,000	0
OH-DOT	5307	Recovery from prior year obligation	0	15,850	15,850	0
OH-Toledo	5307	Purchase replacement bus*	260,000	0	260,000	0
Subtotal (OH)		(10 projects)	6,681,568	9,442,438	16,124,006	15,824,868
OK-Oklahoma City	5307	Purchase vehicles	400,000	0	400,000	400,000
OK-Oklahoma City	5307	Air quality demo project	350,000	0	350,000	350,000
OK-Tulsa	5307	Service demo proj / Marketing	140,000	0	140,000	140,000
OK-Tulsa	5307	Purchase vehicles	206,080	0	206,080	0
Subtotal (OK)		(4 projects)	1,096,080	0	1,096,080	890,000
OR-Eugene	5307	Purchase small buses	0	218,000	218,000	218,000
OR-Portland	5307	E&D for Hillsboro extension	0	22,000,000	22,000,000	22,000,000
OR-Portland	5307	Buses/Constr ped/bike bridge	793,000	10,249,000	11,042,000	11,042,000
OR-Portland	5307	Purchase buses	0	5,063,000	5,063,000	0
OR-Portland	5307	Capital assistance	0	3,000,000	3,000,000	0
Subtotal (OR)		(5 projects)	793,000	40,530,000	41,323,000	33,260,000
PA-Gov	5307	CNG compressing station	402,000	0	402,000	0
PA-Gov	5307	Purchase vehicles	480,000	0	480,000	0
PA-Harrisburg	5307	Purchase vehicles / equip	480,000	160,000	640,000	640,000
PA-Johnstown	5307	Rehab Incl. Brdg/Cnst bike pth*	0	427,464	427,464	288,000
PA-Philadelphia	5307	Purchase subway/elevated cars	400,000	0	400,000	400,000
PA-Philadelphia	5307	Purchase repl buses / equip	0	88,000	88,000	88,000
PA-Philadelphia	5307	Automated route info system	2,072,000	0	2,072,000	2,072,000
PA-Pittsburgh	5307	Busway renov / Bikeway	0	192,000	192,000	192,000
Subtotal (PA)		(8 projects)	3,834,000	867,464	4,701,464	3,680,000
RI-Providence	5307	Purchase vehicles/equipment	1,680,000	0	1,680,000	1,680,000
RI-Providence	5307	Expanded service to U of RI	1,200,000	0	1,200,000	1,012,508
Subtotal (RI)		(2 projects)	2,880,000	0	2,880,000	2,692,508
TN-Gov	5311	Purchase vehicles	176,000	0	176,000	176,000
TN-Knoxville	5307	Purchase repl vehicles / equip	100,000	0	100,000	0
TN-Memphis	5307	Purchase buses/Design terminal	0	320,000	320,000	0
Subtotal (TN)		(3 projects)	276,000	320,000	596,000	176,000
TX-Dallas	5307	Rail capacity improvements*	10,000,000	0	10,000,000	10,000,000
TX-Dallas	5307	TDM, TMA, Ozone Alert Prgm	1,232,000	0	1,232,000	1,232,000
TX-Dallas	5307	CMAQ demo program	5,152	0	5,152	5,152
TX-Dallas/Fort Worth	5307	Carryover from old project	0	200	200	0
TX-DOT	5307	Vehicle leases	150,000	0	150,000	150,000
TX-DOT	5307	3-yr demo project (ozone)	5,152	0	5,152	5,152
TX-DOT	5310	Purchase 4 vans	0	92,080	92,080	92,080
TX-DOT	5311	Pedestrian corridor/Town Center	4,927,000	0	4,927,000	4,927,000
TX-El Paso	5307	Planning/design of transit fac *	8,523,062	615,289	9,138,351	6,752,590
TX-El Paso	5307	Multi-modal Feas/Vanpool prog	300,000	240,000	540,000	540,000
TX-Ft. Worth	5307	3-yr demo project	1,276,880	0	1,276,880	1,276,880
TX-Ft. Worth	5307	Ozone alert prgm/Vanpool prgm	20,888,930	446,130	21,335,060	21,335,060
TX-Ft. Worth	5307	Buses; PNR; Ride Share*	320,000	0	320,000	0
Subtotal (TX)		(12 projects)	47,628,176	1,393,699	49,021,875	46,315,914
UT-Salt Lake City	5307	West Valley Express route	234,000	0	234,000	234,000
Subtotal (UT)		(1 project)	234,000	0	234,000	234,000

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL AVAILABLE	TOTAL OBLIGATED IN FY 1996
VA-Hampton	5307	Purchase buses	1,994,400	0	1,994,400	1,656,000
VA-Norfolk	5307	Purchase buses/vans	560,000	676,000	1,236,000	1,236,000
VA-Norfolk	5307	Purchase buses/vans	151,600	0	151,600	133,600
VA-Norfolk	5307	Recovery from prior year obligation	7,382	0	7,382	0
VA-Richmond	5307	Rehab/renov multimodal center	1,000,000	0	1,000,000	1,000,000
VA-Richmond	5307	Bus rehab/shelters/planning	920,000	0	920,000	920,000
VA-Richmond	5307	Alternative fuel project*	247,000	0	247,000	247,000
VA-Woodbridge	5307	VRE capital improvements	1,000,000	8,480,000	9,480,000	9,480,000
VA-DOT	5311	New service	0	320,000	320,000	320,000
Subtotal (VA)		(8 projects)	5,880,382	9,476,000	15,356,382	14,992,600
VT-Burlington	5307	Maintenance facility	120,003	1,048,523	1,168,526	1,168,523
VT-DOT	5307	Multimodal Facility	1,400,000	0	1,400,000	1,400,000
VT-DOT	5307	Passenger rail project	0	159,760	159,760	159,760
VT-DOT	5307	Tri-Center transit study	139,100	0	139,100	139,100
VT-DOT	5307	New service	160,000	0	160,000	160,000
VT-DOT	5310	Purchase vehicles	0	240,000	240,000	240,000
VT-DOT	5311	Purchase buses	473,600	0	473,600	473,600
VT-DOT	5311	Capital assistance	1,694,000	0	1,694,000	1,294,000
Subtotal (VT)		(8 projects)	3,986,703	1,448,283	5,434,986	5,034,983
WA-DOT	5307	Transit center PNR	0	600,000	600,000	600,000
WA-DOT	5307	Ferry terminal plan	0	686,469	686,469	686,469
WA-DOT	5307	Bus stop improvements	0	58,685	58,685	58,685
WA-DOT	5311	Constr of transit transfer center	0	707,570	707,570	707,570
WA-Seattle	5307	Planning study	0	1,000,000	1,000,000	1,000,000
WA-Seattle	5307	Bus service expansion	224,076	1,300,000	1,524,076	1,524,076
WA-Seattle	5307	Plnng / Ridematch program	5,411,000	0	5,411,000	5,411,000
WA-Seattle	5307	Rideshare vans	490,000	0	490,000	490,000
WA-Seattle	5307	Purchase buses / Planning	1,078,756	195,000	1,273,756	0
WA-Tacoma	5307	Vans/Facility & center construc	3,670,667	2,348,875	6,019,542	6,019,542
WA-Vancouver/Prtlnd	5307	Buses/Transit center constr	1,094,460	1,000,000	2,094,460	2,094,460
Subtotal (WA)		(11 projects)	11,968,959	7,896,599	19,865,558	18,591,802
WI-DOT	5307	Construct CNG facility	2,390,811	0	2,390,811	0
WI-DOT	5311	Purchase buses / equipment	187,500	0	187,500	115,472
Subtotal (WI)		(2 projects)	2,578,311	0	2,578,311	115,472
TOTAL CMAQ & STP			432,960,619	357,878,492	790,839,111	585,001,832

OTHER TRANSFERS:	SEC	DESCRIPTION	OTHER		TOTAL AVAILABLE	TOTAL OBLIGATED
CA-Fairfield	5307	Multimodal Transit Facility	Congestion Relief	ISTEA Sec 1104	6,105,500	6,105,500
Subtotal (CA)		(1 project)			6,105,500	6,105,500
NY-DOT	5310	Purchase buses/equipment	Innovative Project	ISTEA Sec 1107	203,384	203,384
NY-New York	5309	Mt. Vernon Intermod. Center	Highway Demo		320,000	320,000
NY-New York	Int.Sub.	Rail improvements	Interstate Substi.	Highway Apport.	81,000,000	81,000,000
Subtotal (NY)		(3 projects)			81,523,384	81,523,384
PA-Philadelphia	5309	Bridge-Pratt Terminal	Congestion Relief	ISTEA Sec 1104	5,551,811	5,551,811
PA-Pittsburgh	5309	Airport Busway	Intermodal Project	ISTEA Sec 1108	1,577,236	1,577,236
PA-Pittsburgh	5309	Martin Luther King Busway	Intermodal Project	ISTEA Sec 1108	3,492,809	3,492,809
PA-Pittsburgh	5309	Carryover from old project			1	0
Subtotal (PA)		(3 projects)			10,621,857	10,621,856
RI-Providence	5309	Carryover from old project	Innovative Project	ISTEA Sec 1107	2	0
RI-Providence	5309	New service	Innovative Project	ISTEA Sec 1107	3,312,000	3,312,000
RI-Providence	5309	New service	Innovative Project	ISTEA Sec 1107	10,000,000	0
Subtotal (RI)		(2 projects)			13,312,002	3,312,000
TX-Dallas-Ft. Worth	5309	Construct intermodal center	Priority Intermodal	ISTEA Sec 1108	4,621,956	0
Subtotal (TX)		(1 project)			4,621,956	0
TOTAL OTHER					116,184,699	101,562,740

TOTAL FLEXIBLE FUNDING ACTIVITY IN FY 1996	CMAQ \$432,960,619	STP \$357,878,492	OTHER \$116,184,699	TOTAL AVAILABLE \$907,023,810	TOTAL OBLIGATED \$686,564,572
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Note: Total FY 1996 availability includes \$81.9 million from FY 1995, \$31.9 million from FY 1994, and \$13.1 million from FY 1993.

Note: Unobligated balance includes current year recoveries/adjustments from prior year(s) obligations/transfers.

FTA URBANIZED AREA FORMULA FUNDS TRANSFERRED TO FHWA			
AREA	PURPOSE	FY 1995 TRANSACTIONS	FY 1996 TRANSACTIONS
KS-Kansas City	Swap for operating assistance at local level	375,000	375,000
NC-Durham	MIS	0	240,000
RI-Providence	Various highway projects		10,779,570
WA-Spokane	Support 5 highway projects	1,789,050	0
TOTAL TRANSFERRED		2,164,050	11,394,570

TABLE 15

FY 1996 OBLIGATIONS FOR THE PURCHASE AND REHAB OF RAIL CARS

FUNDING SOURCE	NO. OF RAIL CARS	TYPE	UZA	GRANT RECIPIENT	FY 1996 AMOUNT
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PURCHASE RAIL CARS:

Urban Form.	15	LRT	Baltimore, MD	MTA	\$23,319,000
Capital Prgm.	0	LRT	Dallas, TX	DART	6,264,169
Capital Prgm.	24	Commuter	Newark, NJ	NJTC	25,600,000
Urban Form.	3	Commuter	Newark, NJ	NJTC	2,448,837
Urban Form.	0	Rapid rail	Philadelphia, PA	SEPTA	400,000
Capital Prgm.	7	LRT	Pittsburgh, PA	PAT	11,040,000
Capital Prgm.	0	LRT	Portland, OR	Tri-Met	22,487,250
Capital Prgm.	23	LRT	Salt Lake City, UT	UTA	1,496,000
Urban Form.	4	Commuter	San Diego, CA	NCTDB	3,145,000
Capital Prgm.	9	LRT	San Francisco, CA	SFPTC	21,765,057
Urban Form.	25	LRT	San Francisco, CA	SFPTC	40,385,000
Capital Prgm.	6	LRT	St. Louis, MO	Bi-State	10,032,000
TOTAL CARS	116			TOTAL	\$168,382,313

REHAB RAIL CARS:

Urban Form.	0	Rapid rail	Atlanta, GA	MARTA	\$8,000
Capital Prgm.	8	Diesel loco.	Baltimore, MD	MTA	3,153,846
Capital Prgm.	4	Locomotive	Baltimore, MD	MTA	2,853,846
Capital Prgm.	100	Rapid rail	Baltimore, MD	MTA	190,476
Capital Prgm.	50	Commuter	Boston, MA	MBTA	8,000,000
Urban Form.	* 50	Commuter	Boston, MA	MBTA	8,000,000
Urban Form.	3	Rapid rail	Camden, NJ	Del. River Port Auth.	960,000
Capital Prgm.	350	Rapid rail	Chicago, IL	CTA	32,311,617
Urban Form.	* 350	Rapid rail	Chicago, IL	CTA	7,492,808
Urban Form.	36	Commuter	Chicago, IL	CRDRTA	1,220,000
Urban Form.	12	Diesel loco.	Chicago, IL	CRDRTA	2,820,000
Urban Form.	21	Commuter	Ft. Lauderdale, FL	Tri-County Rail	1,162,902
Urban Form.	3,772	Rapid rail	New York, NY	MTA	5,807,840
Urban Form.	2	Diesel loco.	New York, NY	MTA	735,200
Capital Prgm.	41	Commuter	NWIN	NICTD	832,000
Urban Form.	1	LRT	Sacramento, CA	Sac. Reg. Transit	200,000
Urban Form.	2	Commuter	San Carlos, CA	Penninsula Cor JPB	4,278,000
Urban Form.	4	Diesel loco.	San Carlos, CA	Penninsula Cor JPB	3,699,000
Urban Form.	1	Cable car	San Francisco, CA	SFPTC	568,000
Urban Form.	298	Rapid rail	Washington, DC	WMATA	18,146,350
Urban Form.	4	Commuter	Woodbridge, VA	Potomac/Rapp. TC	172,000
TOTAL	4,709			TOTAL	\$102,611,885

LEASE RAIL CARS:

Capital Prgm.	0	Commuter	Philadelphia, PA	SEPTA	828,317
Capital Prgm.	0	Elec. loco.	Philadelphia, PA	SEPTA	569,367
Urban Form.	35	Commuter	Philadelphia, PA	SEPTA	2,052,141
Urban Form.	7	Elec. loco.	Philadelphia, PA	SEPTA	2,394,528
Capital Prgm.	17	Used cars	Seattle, WA	RTA	640,000
TOTAL	59			TOTAL	\$6,484,353

PURCHASE USED CARS:

Urban Form.	4	Used cars	Memphis, TN	MATA	\$1,120,000
TOTAL	4			TOTAL	\$1,120,000

NOTES: \$190,476 for Baltimore, MD is for design and spec. of rehab.

Where number of rail cars equals 0, the grant is for supplemental funding.

Rail cars marked with an asterisk (*) have received funding from more than one source. These cars are only included once in the total.

TABLE 16

FY 1996 OBLIGATIONS FOR FERRYBOATS AND RELATED EXPENDITURES

GRANTEE	PURPOSE	AMOUNT	FUNDING SOURCE PROGRAM
Casco Bay Island Transit District (Portland, ME)	Modify and improve ferry terminal	\$240,000	Urban Form.
New York City Department of Transportation	Reconstruct St. George ferry terminal slip in New York	375,000 750,000	Capital Prgm. Urban Form.
Tidewater Transportation District Commission	Construct ferry terminal in Portsmouth, VA	846,373 520,000	Capital Prgm. Urban Form.
Puerto Rico Ports Authority	Dredge Martin Pena Channel Maintenance / rehab of terminals (San Juan, Catano, Hato Rey)	720,000 1,405,828	Capital Prgm. Capital Prgm.
Golden Gate Bridge, Highway, and Transportation District	Purchase ferry boat	3,443,411	Urban Form.
Washington State Department of Transportation	Purchase 1 passenger-only ferry for service between Seattle and Bremerton	840,000 4,000,000	Capital Prgm. Urban Form.
TOTAL =		\$13,140,612	

TABLE 17

**FTA ASSISTED NEW STARTS AND EXTENSIONS
OPEN**

<u>ATLANTA</u>	<u>MILES</u>
East Line - 5 Points to Indian Creek	
West Line - 5 Points to Hightower	37
South Line - 5 Points to Airport	
North Line - 5 Points to Lindbergh Center	
Northeast Line - Lindbergh to Doraville	
<u>BALTIMORE</u>	
Northwest Line - Charles Center to Owings Mills	14
Charles Center to Johns Hopkins	2
<u>BOSTON</u>	
Orange Line, North Extension - Haymarket to Oak Grove	6
Red Line, North Extension - Harvard to Alewife	3
Red Line, South Extension - Quincy Center to Braintree	9
Orange Line, Southwest Line - Washington St. to Forest Hills	6
<u>BUFFALO</u>	
Main Street Mall to SUNY South Campus	6
<u>CHICAGO</u>	
METRA Electric - Richton Park to University Park	2
Red Line - Dan Ryan Extension - Downtown to 95th St.	10
Blue Line - Kennedy Extension - Logan Square to Jefferson Park	5
Blue Line - O'Hare Extension - Jefferson Park to O'Hare Airport	7
Orange Line - Downtown to Midway Airport	9
<u>CLEVELAND</u>	
Red Line - Airport Extension - West Park to Airport	4
<u>DETROIT</u>	
Downtown Loop	3
<u>HOUSTON</u>	
Northwest Busway - Interstate 610 to West Little York Rd.	10
North Transitway - Downtown to North Shephard	9
610 to Beltway 8	4
Southwest Transitway - Interstate 610 to the Harris County Line	9
Katy Transityway - North Post Oak to Highway 6	12
<u>JACKSONVILLE</u>	
Central to Terminal	1
<u>LOS ANGELES</u>	
San Bernardino Freeway - El Monte Busway	11
Red Line - Union Station to Wilshire & Alvarado (Westlake/MacArthur)	4
<u>MIAMI</u>	
Dadeland South to Okeechobee	21
Downtown Loop	2
Northern and Southern extensions of People Mover (Miramar Station to Brickell Station)	2

MEMPHIS

Junction of Exchange Avenue and Main St. to Peabody Place	2
---	---

NEW YORK

Archer Ave. Line - Queens Blvd/Hillside Ave. to Archer/Parsons	3
--	---

63rd St. Line - 57th/7th Ave. to 21st/41st Ave., Queens	3
---	---

PHILADELPHIA

Center City Commuter Connections (Tunnel)	2
---	---

Airport Rail Line	5
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PITTSBURGH

South Busway - Downtown to Overbrook	5
--------------------------------------	---

East Busway - Downtown to Wilkinsburg	7
---------------------------------------	---

Light Rail Downtown to South Hills Village	10
--	----

PORTLAND

Banfield Light Rail - Downtown to Gresham	15
---	----

SACRAMENTO

Northeast Line - Downtown to Watt Ave. and I-80	9
---	---

East Line - Downtown to Butterfield Way	9
---	---

SAN DIEGO

Euclid Ave. to El Cajon	11
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SAN FRANCISCO

BART System - Daly City, Colma Station, Richmond, Concord and Fremont Service	72
--	----

Muni System - Market St. Light Rail Subway - Embarcadero to Twin Peaks Tunnel	4
--	---

SAN JOSE

Downtown North to Old Ironsides	10
---------------------------------	----

Downtown South to Santa Teresa	10
--------------------------------	----

SEATTLE

Downtown Bus Tunnel	2
---------------------	---

ST. LOUIS

East St. Louis to Lambert International Airport	18
---	----

WASHINGTON, D.C.

Red Line - Shady Grove to Wheaton	
-----------------------------------	--

Orange Line - New Carrollton to Vienna	
--	--

Blue Line - Addison Rd. to National Airport	89
---	----

Yellow Line - Gallery Place to Huntington	
---	--

Blue Line - King St. to Van Dorn	
----------------------------------	--

Green Line - Gallery Place to U St.	
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Green Line - L'Enfant Plaza to Anacostia	
--	--

Green Line - Ft. Totten to Greenbelt	
--------------------------------------	--

SUBTOTAL

494 miles

UNDER CONSTRUCTION**ATLANTA**

North Line Extension - Medical Center to Dunwoody	1
---	---

BALTIMORE

Timonium to Hunt Valley	4
Linthicum to BWI Airport	3
Mt. Royal to Penn Station	1

BOSTON

Transitway - South Station to World Trade Center	2
--	---

DALLAS

Downtown to Ledbetter Dr.	10
Downtown to South Oak Cliff	10
Downtown to Irving	10

DENVER

North I-25/HOV Busway - Central Business District to I-25 and 58th Ave.	6
--	---

HOUSTON

North Transitway - Beltway 8 to FM 1960	6
EASTEX - Tidwell Rd. North to Will Clayton Parkway	5

JACKSONVILLE

Central to Florida Community College	1
Central to San Marco	

LOS ANGELES

Red Line - MacArthur Park and Westlake to Wilshire and Vermont	7
Wilshire and Vermont to Hollywood and Vine and Wilshire to Western Hollywood and Vine to North Hollywood	7

NEW YORK

Queens - Northern Boulevard to 21st St.	1
---	---

ORLANDO

Busway Downtown Circulator	3
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PITTSBURGH

West Busway - Downtown Pittsburgh to Carnegie	8
---	---

PORTLAND

Downtown - Beaverton	12
Beaverton to Hillsboro	6

WASHINGTON, D.C.

Blue Line - Van Dorn to Franconia	3
Red Line - Wheaton to Glenmont	1
Green Line - U St. to Fort Totten	3

SUBTOTAL	110 miles
-----------------	-----------

GRAND TOTAL	604 miles
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* Please note that the number of miles is rounded up to the next whole number.

TABLE 18

OBLIGATIONS BY FTA PROGRAM FISCAL YEARS 1987 - 1996

Millions of Dollars

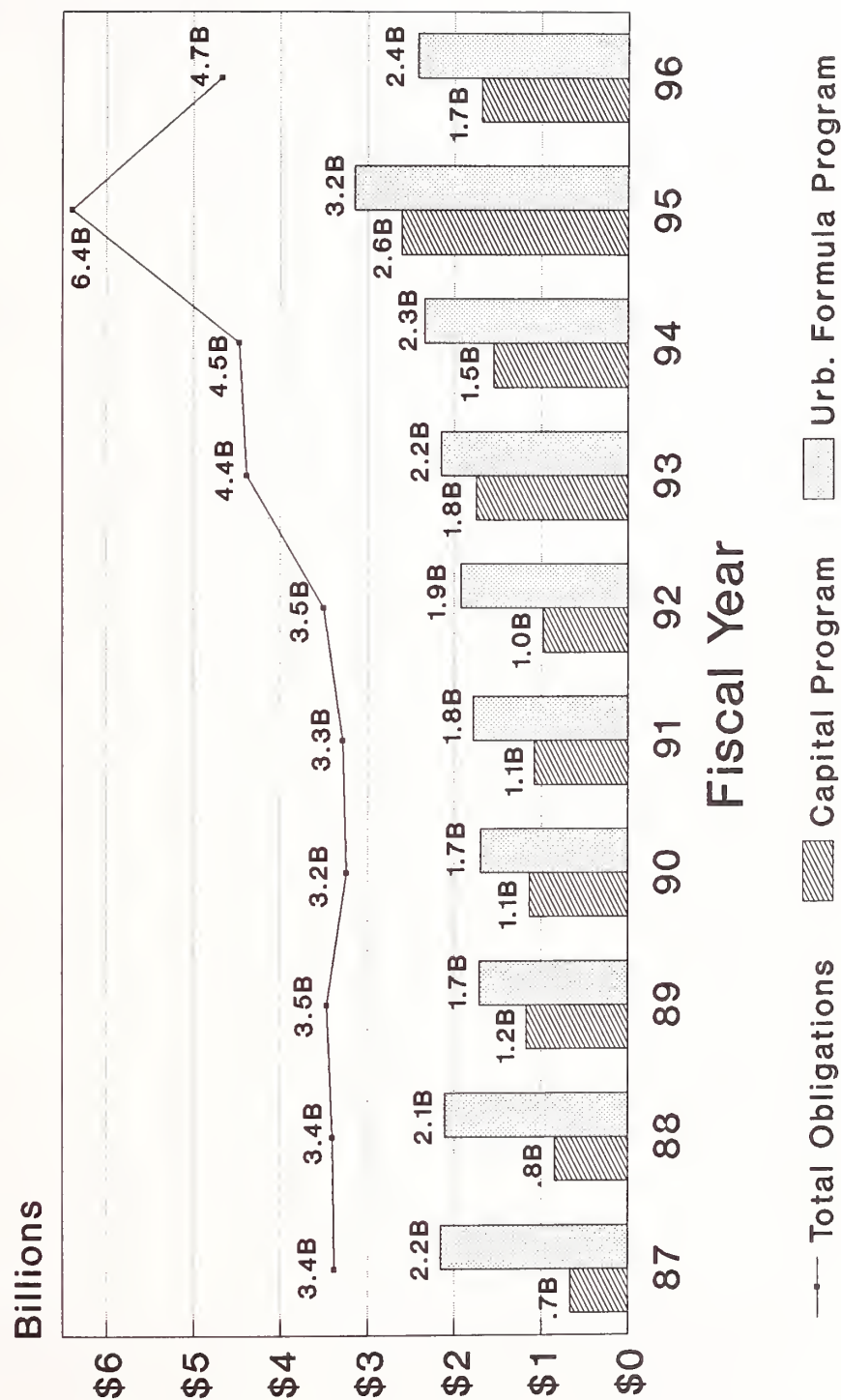
FTA PROGRAM	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	10 YEAR TOTAL
CAPITAL	\$659.7	\$840.4	\$1,164.9	\$1,134.6	\$1,073.6	\$973.7	\$1,745.9	\$1,547.1	\$2,608.5	\$1,690.5	\$13,438.9
ELDERLY AND PERSONS WITH DISABILITIES	34.8	35.0	34.8	34.8	34.8	53.7	46.8	58.9	57.7	52.0	443.3
PLANNING	45.6	47.5	47.8	43.5	50.1	51.8	45.7	48.6	39.5	42.4	462.5
STATE / NATIONAL PLANNING AND RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	7.8	8.2	8.3	8.3	32.6
SECTION 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SECTION 9A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBANIZED AREA FORMULA	2,156.2	2,109.3	1,712.2	1,693.5	1,782.5	1,923.3	2,153.8	2,341.7	3,150.3	2,419.1	21,441.9
NONURBANIZED AREA FORMULA	81.4	102.7	79.4	84.4	83.8	118.1	133.1	137.1	169.4	137.6	1,127.0
RTAP	2.1	6.6	4.8	5.2	5.2	4.9	5.5	5.2	5.6	5.0	50.1
FAUS	6.4	6.0	0.5	3.8	5.8	0.5	0.0	0.0	0.0	0.0	23.0
INTERSTATE SUBSTITUTE	197.1	139.6	237.1	159.3	140.8	254.0	76.7	124.8	153.7	116.0	1,599.1
WASHINGTON DC METRO RAIL	200.1	119.2	184.5	84.8	106.4	123.4	169.2	199.0	199.0	199.0	1,584.6
TOTAL	\$3,383.4	\$3,406.3	\$3,466.0	\$3,243.9	\$3,283.0	\$3,503.4	\$4,384.5	\$4,470.6	\$6,392.0	\$4,669.9	\$40,203.0

NOTE: RTAP INCLUDES BOTH STATE AND NATIONAL TOTALS.

FTA Obligations

Fiscal Years 1987 - 96

Figure 18



NOTE: Total obligations include all programs listed in Table 18.

TABLE 19

**SUMMATION OF OBLIGATIONS BY CAPITAL CATEGORIES, PLANNING AND OPERATING
FISCAL YEARS 1989 - 1996**

	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
CAPITAL									
BUS - CAPITAL	\$196,843,148	\$186,823,974	\$236,858,891	\$211,641,398	\$293,321,400	\$318,720,285	\$549,340,815	\$285,966,650	\$2,279,516,561
BUS - URBANIZED AREA FORMULA	519,241,719	497,091,424	508,243,027	615,804,768	882,308,146	932,876,215	1,307,349,840	1,055,391,737	\$6,318,306,876
BUS - NONURBANIZED AREA	34,612,221	34,548,607	31,911,433	52,763,649	67,720,076	62,088,620	74,160,417	64,475,458	\$422,280,481
BUS - ELDERLY/PERSONS W/ DISABILITIES	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	58,895,849	57,699,221	51,972,538	\$373,517,698
BUS - INTERSTATE SUBSTITUTE	3,637,115	3,838,170	9,235,714	7,404,079	4,987,141	29,007,279	170,000	7,937,198	\$66,216,696
BUS - URBAN SYSTEMS	534,670	3,816,750	4,923,152	504,388	0	0	0	0	\$9,778,960
TOTAL BUS	\$789,690,384	\$760,942,541	\$825,993,337	\$941,770,134	\$1,295,168,754	\$1,401,588,248	\$1,988,720,293	\$1,465,743,581	\$9,469,617,272
F.G. MOD - CAPITAL	\$606,962,108	\$491,499,687	\$507,215,988	\$450,312,377	\$665,992,906	\$809,903,583	\$797,557,997	\$639,604,974	\$4,969,049,620
F.G. MOD - URBANIZED AREA FORMULA	379,418,155	411,110,834	465,621,209	497,823,300	427,105,335	580,755,475	820,848,184	747,973,097	\$4,330,555,589
F.G. MOD - INTERSTATE SUB.	118,751,983	96,246,244	56,408,227	205,642,081	52,842,362	83,597,768	148,731,585	94,707,777	\$856,928,027
TOTAL FIXED GUIDEWAY MOD	\$1,105,132,246	\$998,856,765	\$1,029,245,424	\$1,153,777,758	\$1,145,940,603	\$1,474,256,826	\$1,767,137,766	\$1,482,285,848	\$10,156,633,236
NEW SYSTEMS - CAPITAL	\$361,056,001	\$456,232,042	\$329,532,032	\$311,711,032	\$786,618,831	\$418,469,606	\$1,261,593,136	\$764,944,873	\$4,690,157,553
NEW SYSTEMS - URBANIZED AREA	11,215,920	3,592,800	3,460,400	17,380,596	22,902,659	29,145,120	212,392,146	145,370,798	\$445,460,439
NEW SYSTEMS - INTERST. SUB.	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	10,632,718	4,749,485	0	\$321,640,076
NEW SYSTEMS - WASH DC METRORAIL	184,459,091	84,821,275	106,419,500	123,380,000	169,150,000	199,000,000	199,000,000	199,000,000	\$1,265,229,866
NEW SYSTEMS - FAUS	0	0	850,000	0	0	0	0	0	\$850,000
TOTAL NEW SYSTEMS	\$671,178,699	\$603,678,619	\$515,180,876	\$492,471,628	\$996,530,230	\$657,247,444	\$1,677,734,767	\$1,109,315,671	\$6,723,337,934
TOTAL CAPITAL	\$2,566,001,329	\$2,363,477,925	\$2,370,419,637	\$2,588,019,520	\$3,437,639,587	\$3,533,092,518	\$5,433,592,826	\$4,057,345,100	\$26,349,588,442
OPERATING									
OPERATING - URBANIZED AREA	\$779,093,029	\$765,379,103	\$779,444,032	\$768,367,310	\$795,686,069	\$757,398,131	\$763,894,416	\$416,701,564	\$5,825,963,654
OPERATING - NONURBANIZED AREA	44,838,728	49,900,337	51,897,111	65,312,436	64,667,734	73,947,813	93,431,393	72,491,914	\$516,487,466
TOTAL OPERATING	\$823,931,757	\$815,279,440	\$831,341,143	\$833,679,746	\$860,353,803	\$831,345,944	\$857,325,809	\$489,193,478	\$6,342,451,120
PLANNING									
METROPOLITAN PLANNING & STATE/NATIONAL PLANNING	\$47,810,683	\$43,473,527	\$50,095,174	\$51,812,057	\$45,706,094	\$48,641,104	\$47,750,000	\$50,691,871	\$385,980,510
URBANIZED AREA FORMULA	23,223,694	16,279,687	25,767,143	23,879,592	25,783,089	41,521,282	45,836,539	53,669,894	255,960,920
INTERSTATE SUB.	290,790	212,500	208,585	997,050	987,950	1,600,000	0	13,361,694	17,658,569
NONURB. AREA (INTERCITY BUS)	0	0	0	0	675,684	652,635	1,815,031	675,820	3,819,170
RTAP (RESEARCH & TRAIN.)	4,047,623	4,418,385	4,416,330	4,123,828	4,769,539	4,404,448	4,786,874	4,349,339	35,316,366
TOTAL PLANNING AND RTAP	\$75,372,790	\$64,394,099	\$80,487,232	\$80,812,527	\$77,922,356	\$96,819,469	\$100,188,444	\$122,748,618	\$698,735,535

GRAND TOTAL

\$3,465,305,876	\$3,243,141,464	\$3,282,248,012	\$3,502,511,793	\$4,375,915,746	\$4,461,257,931	\$6,391,107,079	\$4,669,287,196	\$33,390,775,097
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NOTE: Non-urbanized Area Formula Operating includes Intercity Bus Program Reserve. Non-urbanized Area Formula Bus includes Program Administration and State Administration.

TABLE 20

CAPITAL GRANTS BY PROGRAM
Fiscal Years 1977 - 1996

FY	CAPITAL *	SECTION 5 CAPITAL	SECTION 9A	URBANIZED AREA FORMULA	NONURBANIZED AREA FORMULA	URBAN SYSTEMS	INTERSTATE SUBSTITUTE	WASH. DC METRO RAIL	TOTAL CAPITAL GRANTS **
1977	\$1,249,999,998	\$39,443,964	\$0	\$0	\$0	\$41,996,625	\$405,928,416	\$0	\$1,737,369,003
1978	1,400,000,000	50,112,435	0	0	0	30,441,481	562,803,528	0	2,043,357,444
1979	1,225,000,000	255,644,819	0	0	0	21,280,229	599,999,999	0	2,101,925,047
1980	1,654,999,998	431,155,535	0	0	0	25,580,723	678,745,470	0	2,790,481,726
1981	1,925,000,000	361,119,008	0	0	0	49,676,329	614,855,419	0	2,950,650,756
1982	1,634,499,998	297,728,336	0	0	0	52,609,850	567,929,875	0	2,552,768,049
1983	1,640,863,258	301,403,693	561,676,206	0	0	6,366,808	411,999,902	240,000,000	3,162,309,867
1984	1,096,020,631	147,128,462	91,833,517	1,031,498,071	68,781,243	4,514,175	210,260,527	226,000,000	2,876,036,626
1985	727,669,965	82,109,249	44,695,145	1,307,993,954	56,791,626	239,250	232,438,110	58,400,000	2,510,337,299
1986	1,132,300,603	76,204,015	40,650,846	1,149,047,602	58,939,239	4,215,790	244,151,048	431,752,805	3,137,261,948
1987	694,545,130	0	0	1,335,764,325	40,777,522	6,385,208	197,140,321	200,113,902	2,474,726,408
1988	875,371,149	0	0	1,329,301,718	51,393,665	6,027,500	139,572,766	119,177,500	2,520,844,298
1989	1,199,682,768	0	0	933,099,488	34,612,221	534,670	237,127,575	184,459,091	2,589,515,813
1990	1,169,379,319	0	0	928,074,745	34,548,607	3,816,750	159,329,416	84,821,275	2,379,970,112
1991	1,108,428,031	0	0	1,003,091,779	31,911,433	5,773,152	140,771,470	106,419,500	2,396,395,365
1992	1,027,316,659	0	0	1,154,888,256	52,763,649	504,388	254,043,210	123,380,000	2,612,896,162
1993	1,792,765,128	0	0	1,358,099,229	68,395,760	0	76,676,193	169,150,000	3,465,086,310
1994	1,605,989,323	0	0	1,584,298,092	63,130,305	0	124,837,765	199,000,000	3,577,255,485
1995	2,666,191,169	0	0	2,386,426,709	75,975,448	0	153,651,070	199,000,000	5,481,244,396
1996	1,742,489,035	0	0	2,002,405,526	65,151,278	0	116,006,669	199,000,000	4,125,052,508
20-YEAR TOTAL	\$27,568,512,152	\$2,042,049,516	\$738,855,714	\$17,503,989,494	\$703,171,996	\$259,962,928	\$6,128,268,749	\$2,540,674,073	\$57,485,484,622

* Includes Capital Program & Elderly/Persons with Disabilities Program grants

** Includes Planning

*** Includes 9B

NOTE: Non-urbanized Area Formula also includes Project and State Administration and Planning. RTAP is not included in Non-urbanized Area Formula.

OBLIGATIONS FOR CAPITAL GRANTS ALL PROGRAMS FY 1979 - 1996

Figure 20

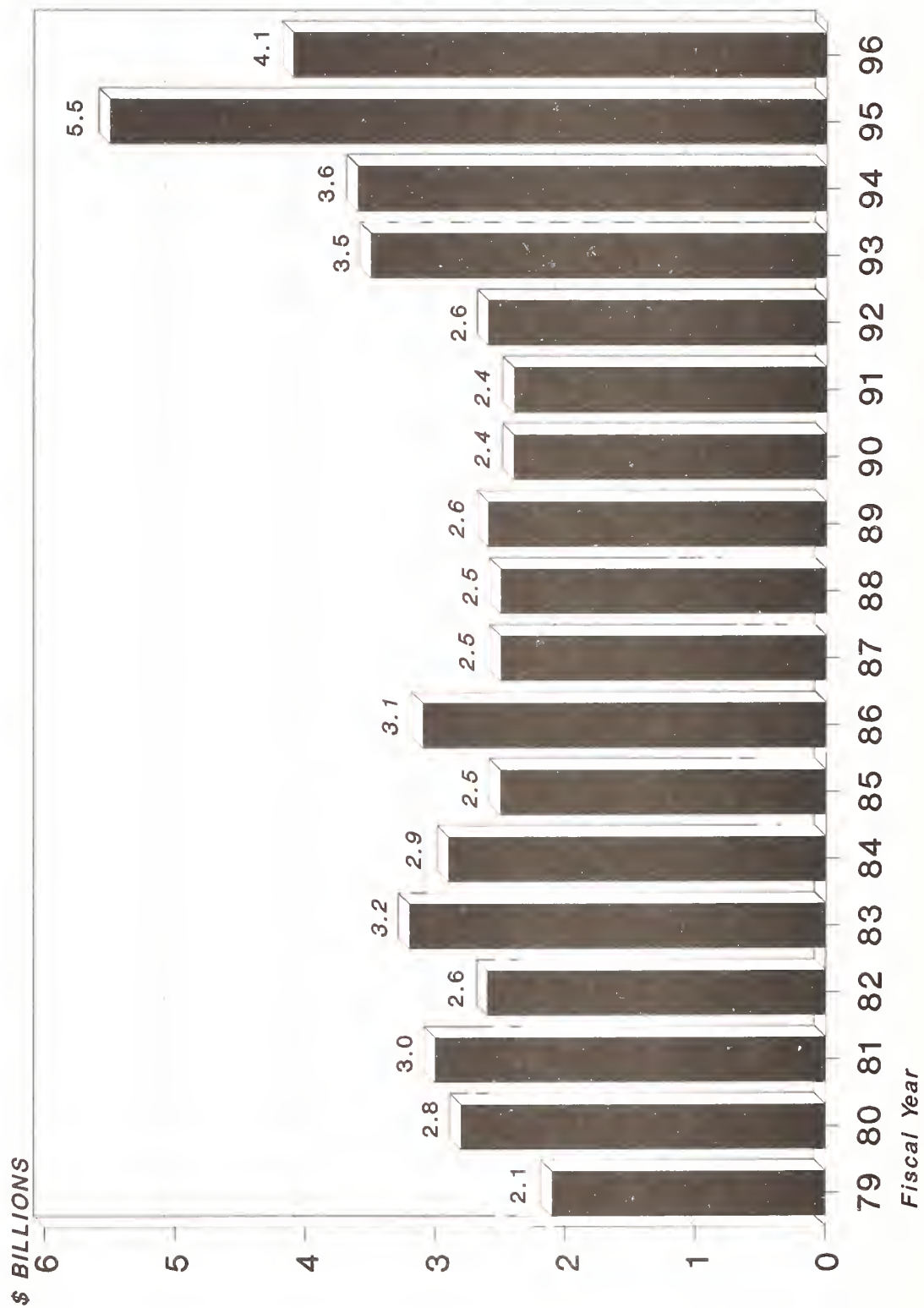


TABLE 21

**FORMULA OPERATING GRANTS
URBANIZED AREAS
Fiscal Years 1977 - 1996**

FISCAL YEAR	SECTION 5	URBANIZED AREA FORMULA	TOTAL
1977	\$571,771,225	\$0	\$571,771,225
1978	685,309,330	0	685,309,330
1979	868,463,197	0	868,463,197
1980	1,120,684,057	0	1,120,684,057
1981	1,129,510,600	0	1,129,510,600
1982	1,055,510,728	0	1,055,510,728
1983	887,933,220	0	887,933,220
1984	155,000,284	767,384,341	922,384,625
1985	93,655,853	787,447,733	881,103,586
1986	44,287,002	828,253,369	872,540,371
1987	0	820,410,674	820,410,674
1988	0	779,978,916	779,978,916
1989	0	779,093,029	779,093,029
1990	0	765,379,103	765,379,103
1991	0	779,444,032	779,444,032
1992	0	768,367,310	768,367,310
1993	0	795,686,069	795,686,069
1994	0	757,398,131	757,398,131
1995	0	763,894,416	763,894,416
1996	0	416,701,564	416,701,564
20 - YEAR TOTAL	\$6,612,125,496	\$9,809,438,687	\$16,421,564,183

FUNDS OBLIGATED FOR FORMULA OPERATING GRANTS

Figure 21

FISCAL YEARS 1985 - 1996

\$ MILLIONS

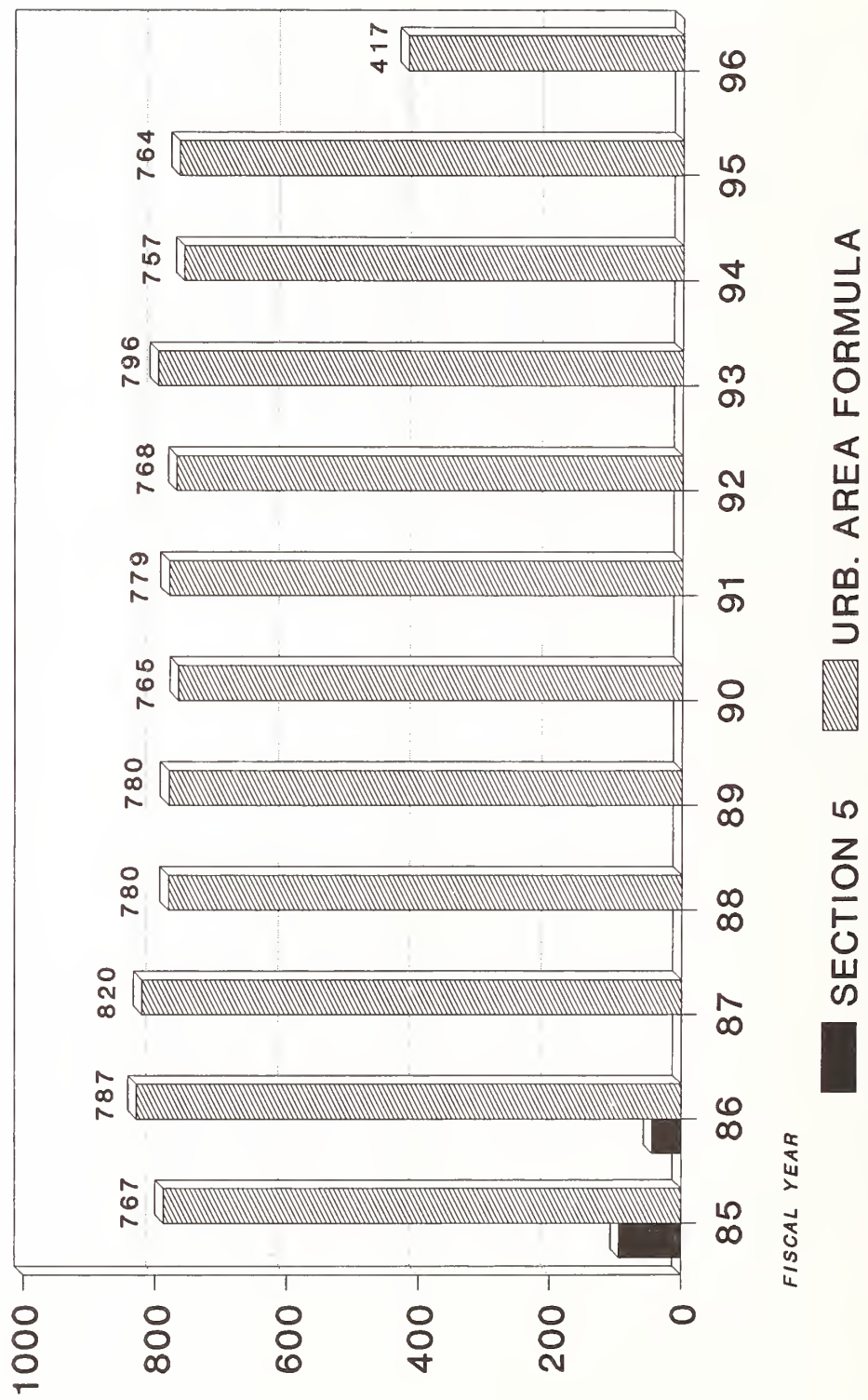


TABLE 22

CAPITAL GRANTS FOR URBANIZED AREAS OVER 1 MILLION POPULATION

URBANIZED AREA	DISCRETIONARY	FORMULA	INTERSTATE TRANSFER	FAUS	STARK-HARRIS	TOTAL	FY 1984 - FY 1996					GRAND TOTAL
							CAPITAL	URBANIZED AREA FORMULA	INTERSTATE SUBSTITUTE	FAUS	WASH D C METRO RAIL	
NEW YORK-CT-NJ	\$4,097,249,274	\$424,805,343	\$189,610,112	\$207,735,378	\$0	\$4,919,400,107	\$4,293,474,451	\$5,092,256,953	\$773,696,665	\$377,175	\$0	\$10,159,805,244
WASHINGTON DC-MD-VA	197,573,786	56,750,496	2,160,097,626	0	240,000,000	2,654,421,908	145,095,511	626,678,305	2,053,777	0	2,300,674,073	\$15,079,205,351
CHICAGO-NW IN	1,582,003,333	168,350,218	174,358,528	7,333,054	0	1,932,045,133	1,330,434,949	1,404,693,771	705,548,875	0	0	3,074,501,666
PHILADELPHIA-NJ	958,036,605	80,096,719	357,494,436	9,287,405	0	1,404,915,165	1,735,713,929	1,042,518,441	6,492,580	145,500	0	3,440,677,595
BOSTON	893,336,879	54,168,984	1,314,274,126	0	0	2,261,779,989	715,867,367	592,973,329	113,736,919	0	0	2,784,870,447
SAN FRANCISCO	947,432,118	78,221,872	0	17,108,939	0	1,042,762,929	819,066,318	898,032,247	4,825,180	7,463,961	0	1,422,577,615
LOS ANGELES-LONG BE, C	536,662,479	155,508,849	0	39,656,497	0	731,827,825	1,001,027,509	811,480,861	0	0	0	1,729,387,706
ATLANTA	1,060,179,736	17,417,639	0	0	0	1,077,597,375	763,477,062	253,409,637	0	0	0	1,812,508,370
BALTIMORE	735,785,589	31,858,867	53,099,999	0	0	820,744,455	308,108,313	183,562,561	424,384,851	0	0	1,016,886,699
MIAMI	887,418,923	18,826,504	0	0	0	906,245,427	270,550,606	198,576,294	0	0	0	916,055,725
PITTSBURGH	562,846,031	30,800,675	0	0	0	593,646,706	448,358,997	297,791,609	0	0	0	489,126,900
HOUSTON	74,724,632	108,151,603	0	1,093,400	0	183,969,635	500,636,327	325,609,464	0	0	0	746,150,606
PORTLAND	453,979,401	27,950,964	137,211,522	2,524,780	0	483,470,365	252,957,454	251,239,069	0	0	0	826,245,791
SEATTLE-EVERETT	195,946,431	32,423,408	0	3,000,000	0	271,004,154	370,053,782	311,172,308	32,389,997	850,000	0	1,010,215,426
CLEVELAND	314,947,060	28,484,512	3,159,994	0	0	346,591,566	438,845,733	187,522,877	0	0	0	504,196,523
ST. LOUIS	118,553,667	28,667,084	0	1,547,597	0	148,768,348	180,736,990	167,691,413	46,033,720	0	0	714,466,087
SAN JOSE	109,125,616	12,351,186	0	215,000	0	121,691,802	390,779,711	92,437,260	0	0	0	626,368,610
DETROIT	200,206,590	51,443,856	0	0	0	251,650,446	226,543,763	193,979,664	0	0	0	394,462,123
DENVER	132,120,391	44,420,457	18,419,993	0	0	194,960,841	115,953,918	161,679,103	0	0	0	483,216,971
NEW ORLEANS	118,383,518	18,809,804	0	0	0	137,193,322	114,785,837	125,919,175	0	0	0	277,633,021
MINNEAPOLIS-ST PAUL	114,800,869	24,364,096	2,999,990	5,215,139	0	147,380,094	133,717,035	79,667,340	0	8,929,000	0	240,705,012
SAN DIEGO	37,575,400	16,791,252	0	984,000	0	55,350,652	48,891,357	203,836,663	0	0	0	213,384,375
DALLAS-FT WORTH	78,213,302	32,842,520	0	0	0	111,055,822	46,254,476	113,164,766	0	0	0	420,523,427
MILWAUKEE	74,893,124	17,267,656	0	0	0	92,160,780	81,447,154	113,369,397	0	0	0	273,633,021
SAN JUAN	62,186,101	25,409,152	0	364,000	0	87,959,253	51,596,155	101,561,679	0	0	0	529,283,467
CINCINNATI OH-KY	48,649,250	15,568,791	0	1,249,000	0	65,467,041	40,771,018	95,816,792	0	0	0	542,215,229
PHOENIX	33,703,007	17,572,936	0	0	0	51,275,943	24,564,755	101,745,632	0	0	0	213,384,375
KANSAS CITY	30,649,353	6,750,336	0	0	0	37,399,689	15,867,341	119,964,151	0	0	0	240,705,012
TOTAL	\$14,774,060,717	\$1,640,465,379	\$4,410,726,326	\$298,854,189	\$240,000,000	\$21,364,106,611	\$14,910,258,592	\$14,187,836,179	\$2,109,162,564	\$17,765,636	\$2,300,674,073	\$33,525,697,044

DISCRETIONARY - SECTION 3

FORMULA - SECTIONS 5, 9, 9A, 9B

* NEW YORK	\$10,448,495,935
NEW JERSEY	2,966,468,359
CONNECTICUT	500,269,580
NY/NJ	44,266,000

TOTAL \$13,959,499,874

NOTES: Although Buffalo was moved to a lower population group in the 1990 Census, Buffalo capital obligations will continue to be shown in this table.

FL Lauderdale is not included. Any UZA reclassified as > 1 million population by the 1990 Census is not included.

Data for FY 65-83 do not include planning. Planning is included in data for FY 84-96.

Figure 22

Ranking of Selected Urbanized Areas Over 1 Million Population (except Ft. Lauderdale) by Total Amount of Capital Grants Received Through FY 1996

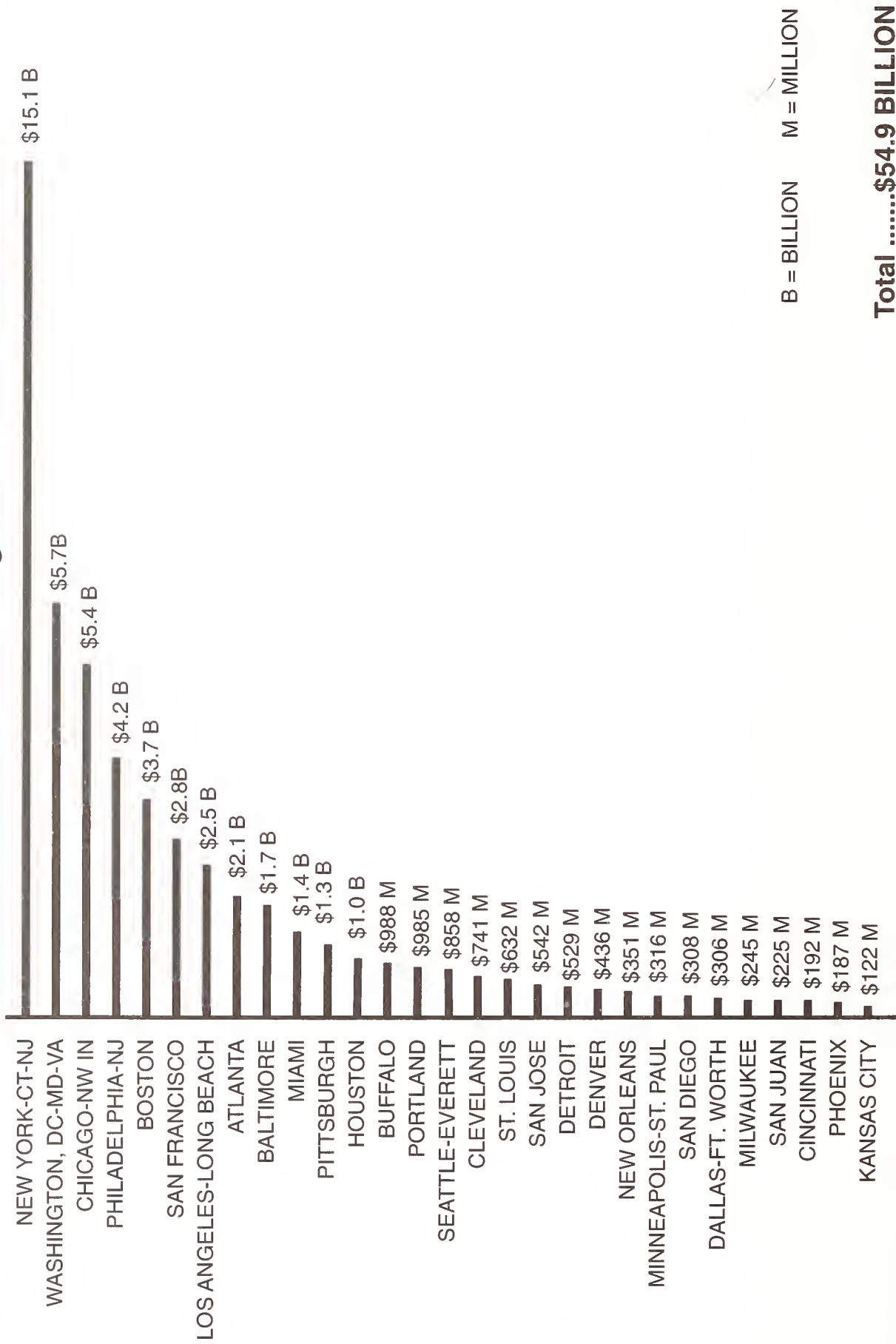


TABLE 23

**FUNDS OBLIGATED FOR CAPITAL PURPOSES, BY CATEGORY
AREAS OVER 1 MILLION POPULATION
(SELECTED CITIES ONLY)**

FY 1965 - FY 1983

URBANIZED AREA	BUS	RAPID TRANSIT	COMMUTER RAIL	MISC.	TOTAL
BOSTON	\$156,035,890	\$1,910,380,738	\$195,363,361	\$0	\$2,261,779,989
NEW YORK-CT-NJ	664,787,021	2,563,843,696	1,649,615,992	41,153,398	4,919,400,107
BALTIMORE	122,313,736	698,430,719	0	0	820,744,455
PHILADELPHIA-NJ	245,825,745	574,265,189	584,824,231	0	1,404,915,165
PITTSBURGH	255,149,366	308,364,464	7,493,776	22,639,100	593,646,706
WASHINGTON DC-MD-VA	224,080,175	2,406,983,833	23,357,900	0	2,654,421,908
CHICAGO-NW IN	393,329,104	911,091,204	627,624,815	0	1,932,045,123
CLEVELAND	99,620,839	246,970,727	0	0	346,591,566
DETROIT	163,691,578	8,382,880	14,148,984	65,427,004	251,650,446
MINNEAPOLIS-ST PAUL	146,311,694	0	0	1,068,400	147,380,094
DALLAS-FT WORTH	76,220,282	0	27,200,000	7,635,540	111,055,822
HOUSTON	183,207,835	0	0	761,800	183,969,635
LOS ANGELES-LONG BEACH	650,727,825	71,074,400	0	9,995,600	731,797,825
SAN FRANCISCO-OAKLAND	302,866,812	620,147,654	46,289,400	73,459,063	1,042,762,929
SAN JOSE	104,691,802	17,000,000	0	0	121,691,802
TOTAL	\$2,968,036,793	\$5,862,711,070	\$1,330,939,106	\$180,986,507	\$10,342,673,476

TABLE 24
CAPITAL PROGRAM --- NEW SYSTEM FUNDING
FY 1970 - 1996

[IN MILLIONS]

UZA	FY 70-87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL BY UZA
BOSTON [South Piers]						\$11.0	\$38.0		\$43.8	\$20.0	\$112.7
BOSTON [Urban Ring]									1.1		1.1
PORTLAND, ME-BOSTON, MA									38.3		38.3
ATLANTA:											
Phase A	808.5										808.5
Phase B1	131.0										131.0
Phase B2/C/D	343.0	145.0	69.6		30.2	62.0	18.9		11.1	60.3	740.0
BALTIMORE:											
SEC. A	627.6										627.6
SEC. B (NW EXT)	8.8										8.8
CENT LRT LINE			2.6					16.9	27.8	27.4	74.7
MARC COMMUTER RAIL [Balt/Wash]							9.9	16.6	20.7	9.9	57.1
PITTSBURGH							24.6		51.4	45.1	121.0
NE NEW JERSEY											
Secaucus Transfer								132.2	101.0	79.3	312.5
Hudson-Bergen LRT							12.4		76.7		89.1
Other Projects [Penn Station, etc.]				2.0	2.3		22.5	6.8			33.6
NEW JERSEY [Commuter Rail]							3.3		17.1	21.6	42.0
PHILADELPHIA [Cross County Study]									1.2		1.2
NEW YORK						11.0	15.8	64.5	54.8	125.6	271.7
BUFFALO	408.5										408.5
FT LAUDERDALE [TRI-RAIL]							4.6	9.9	9.9	9.9	34.4
MIAMI (METRORAIL)	721.9							2.2	1.3		725.4
MIAMI (DPM)	66.1			20.1				7.5			93.7
MIAMI [DPM Extensions]	0.7		115.5				25.6		17.3		159.1
CINCINNATI								1.3	1.2	1.0	3.5
CHARLOTTE						0.1					0.1
LOS ANGELES (METRORAILExts)	509.1	96.3		329.7	149.2	69.1	109.2		376.5	104.3	1,743.5
DETROIT (RAIL)	6.7									0.2	6.9
DETROIT (CATS)	110.1										110.1
HOUSTON [Regional Bus Plan]	102.9	46.8				6.4	188.6		69.7	22.4	436.8
JACKSONVILLE (ASE)	17.0		5.8		28.8			15.1			66.7
PORTLAND, OR	87.0					14.3	67.5	106.7	97.3	128.6	501.3
SAN FRANCISCO											
BART Extensions [Colma/Airport]	192.7				11.7	70.0	105.6		40.3		420.3
SAN JOSE/SANTA CLARA COUNTY	192.1			0.4		12.8				32.0	237.3
VALLEJO									8.0		8.0
SEATTLE	112.5	67.2	17.8				1.9			2.6	202.0
KANSAS CITY						0.4		0.2	0.5		1.0
ST. LOUIS	2.0		149.5	66.5	56.1	15.9	40.2	15.1	14.1	10.4	369.8
SALT LAKE CITY					6.6		12.5		9.9	9.6	38.6
SAN DIEGO, CA	20.2		0.2				0.5			0.9	21.8
CHICAGO				1.0	0.7	17.1		16.4	91.5	14.2	140.9
NORTHEAST OHIO [Commuter Rail]						0.8			1.0		1.8
CLEVELAND							1.5	1.0		4.0	6.5
MEMPHIS [Regional Rail Plan]									0.5		0.5
DENVER [I-25 Busway]				36.5	33.4						69.9
HONOLULU [Rapid Transit-cancelled]					10.5	20.9					31.4
DALLAS:											
South Oak Cliff LRT							82.6		60.5	16.9	160.0
North Central LRT									1.2	1.5	2.7
RAILTRAN								2.5		8.9	11.4
SACRAMENTO [South LRT Ext.]							1.0	1.0			2.0
NEW ORLEANS								2.0	3.8		5.8
ORLANDO								0.7	4.7		5.5
TWIN CITIES [Minneapolis/St.Paul]									2.8		2.8
SAN JUAN [Tren Urbano]									5.0	7.4	12.4
TAMPA BAY										1.0	1.0
OTHERS	25.7										25.7
TOTALS	\$4,494.1	\$355.3	\$361.0	\$456.2	\$329.5	\$311.7	\$786.6	\$418.5	\$1,261.7	\$765.0	\$9,539.6

CAPITAL PROGRAM OBLIGATIONS - NEW SYSTEM

FISCAL YEARS 1984 - 1996

Figure 24

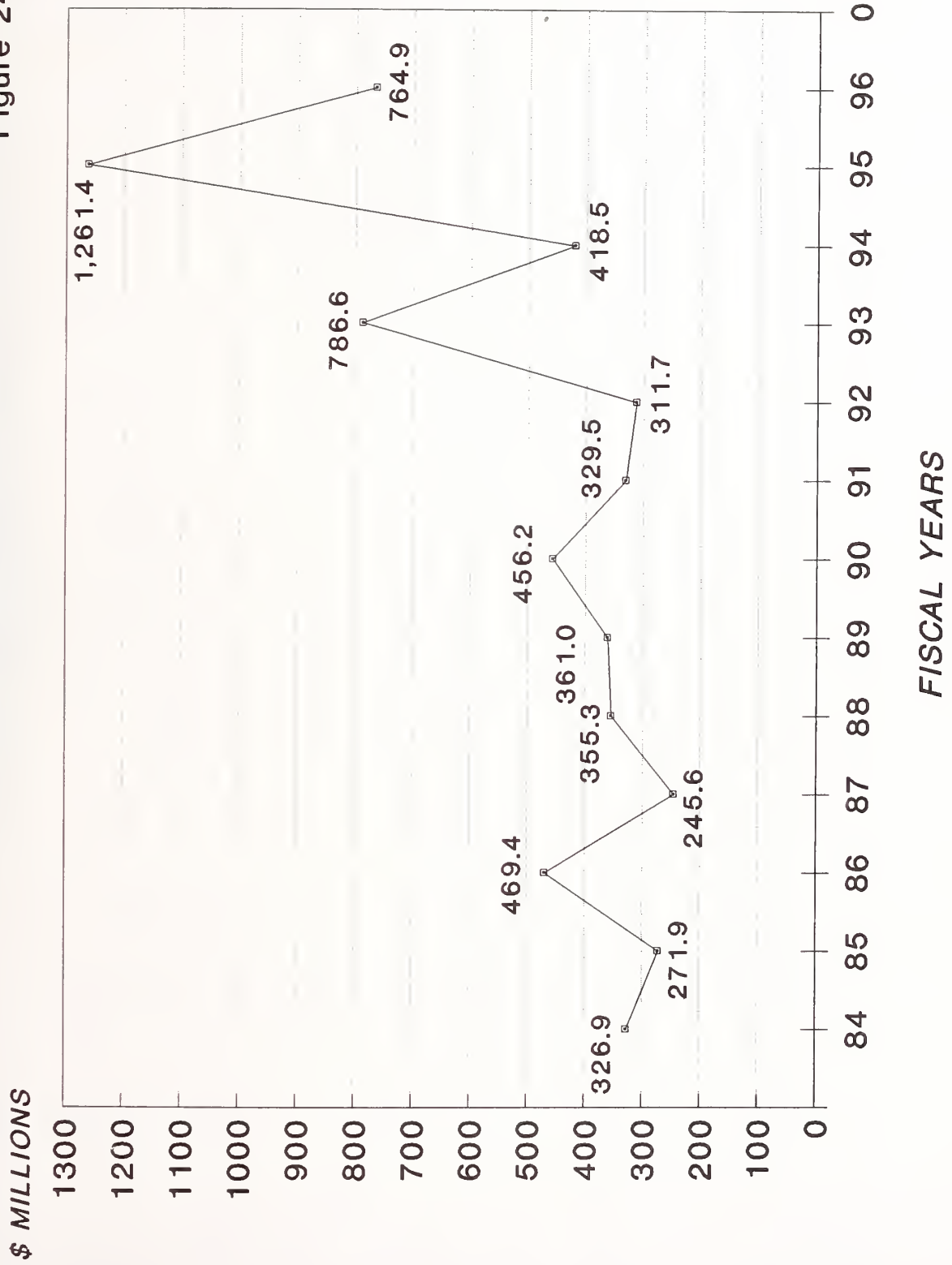


TABLE 25

CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR NEW SYSTEMS
FISCAL YEARS 1984-1996

URBANIZED AREA	FY 84-91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 84-91	FY 92	FY 93	FY 94	FY 95	FY 96	13 YEAR TOTAL
Region 1 PORTLAND, ME	\$0	\$0	\$0	\$0	\$38,310,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,310,500
BOSTON	0	11,000,000	37,963,124	0	44,836,748	19,951,636	0	0	0	0	0	0	113,751,508
Region 2 BUFFALO	6,983,226	0	0	0	0	0	870,000	0	0	0	0	0	7,853,226
NEW YORK	0	11,000,000	15,775,788	64,512,500	54,837,500	125,576,948	0	8,200,000	0	26,673,600	0	0	306,576,336
NE NEW JERSEY	4,319,559	0	38,237,515	138,979,275	194,273,750	100,844,433	0	0	0	0	0	0	476,654,532
SO. NEW JERSEY	0	0	0	0	496,250	0	0	0	0	0	0	0	496,250
Region 3 BALTIMORE	6,011,900	0	9,925,000	33,420,590	48,457,748	37,270,757	0	0	0	0	0	0	135,085,995
PHILADELPHIA	0	0	0	0	1,204,748	0	0	0	0	0	400,000	0	1,604,748
PITTSBURGH	0	0	24,552,500	0	51,349,747	45,097,753	0	0	0	0	76,500,000	0	197,500,000
Region 4 ATLANTA	547,889,430	61,978,784	18,929,384	0	11,045,616	60,273,112	36,568,488	0	0	0	0	0	736,684,814
FT. LAUDERDALE	0	0	4,639,938	9,925,000	9,925,000	9,879,805	0	177,396	0	0	0	0	34,547,139
JACKSONVILLE	50,094,974	0	0	15,045,000	0	0	7,967,200	0	0	0	280,000	761,276	74,148,450
MIAMI	148,100,000	0	25,650,000	9,654,716	18,574,095	0	16,208,800	0	0	0	0	0	218,187,811
TAMPA	0	0	0	0	0	990,240	0	0	0	0	0	0	990,240
SAN JUAN	0	0	0	0	4,962,500	7,409,854	0	0	0	0	0	10,579,324	22,951,678
ORLANDO	0	0	0	737,600	4,734,900	0	0	0	0	0	0	0	5,472,500
CHARLOTTE	0	125,000	0	0	0	0	0	0	0	0	0	0	125,000
MEMPHIS	0	0	0	0	496,248	0	2,850,000	0	152,000	0	0	0	3,498,248
Region 5 AKRON	0	0	0	0	992,500	0	0	0	788,574	0	1,123,188	0	2,904,262
CHICAGO	1,654,014	17,067,000	0	16,433,400	91,491,302	14,226,919	0	0	73,125	0	0	188,345	141,134,105
CINCINNATI	0	0	0	1,339,875	1,191,000	987,981	0	0	0	0	2,000,000	7,095,000	12,813,856
CLEVELAND	0	800,000	1,500,000	1,000,000	0	4,023,030	0	0	0	0	0	0	7,323,030
DETROIT	50,000,000	0	0	0	0	219,174	47,208,264	0	0	0	0	0	97,427,438
ST. PAUL	0	0	0	0	2,779,000	0	0	0	0	0	0	0	2,779,000
DALLAS	0	0	82,559,999	2,480,000	61,699,313	27,350,871	0	0	12,960	1,600,000	0	21,135,060	196,825,243
EL PASO	0	0	0	0	0	22,358,000	0	0	0	0	0	0	436,253,783
HOUSTON	149,237,311	6,400,000	188,600,000	0	69,658,472	0	0	0	0	0	0	0	5,783,200
NEW ORLEANS	0	0	0	2,000,000	3,763,200	0	0	0	0	0	0	48,000	1,083,000
Region 7 KANSAS CITY	274,160,012	15,870,000	40,196,250	15,086,000	14,084,288	10,373,795	1,500,000	0	0	0	0	0	371,270,345
ST. LOUIS	69,951,750	368,000	0	200,480	466,520	0	0	0	0	0	0	0	89,951,750
DENVER	6,600,000	0	12,500,000	0	9,893,530	9,642,195	0	0	0	0	0	0	38,635,725
SALT LAKE CITY	1,013,143,710	69,109,998	109,175,000	0	376,533,445	104,324,591	90,583,720	0	21,326,000	0	82,900,000	54,777,000	1,921,873,464
Region 9 LOS ANGELES	11,652,750	70,012,250	105,551,833	0	40,270,216	0	3,647,200	0	0	0	0	4,008,000	235,142,249
SAN FRANCISCO	0	0	0	0	8,000,000	0	0	0	0	0	0	0	8,000,000
VALLEJO	20,355,450	0	500,000	0	0	948,000	38,848,752	0	0	0	0	0	60,652,202
SAN DIEGO	0	0	992,500	992,500	0	0	1,920,000	0	0	0	0	0	3,905,000
SACRAMENTO	175,456,377	12,750,000	0	0	0	32,000,000	53,971,736	0	0	0	6,101,750	15,034,000	295,313,863
SAN JOSE	10,500,000	20,925,000	0	0	0	0	0	9,003,200	0	0	0	0	40,428,200
HONOLULU	73,065,675	14,305,000	67,490,000	106,662,670	97,265,000	128,575,779	12,512,928	0	550,000	871,520	43,087,208	30,944,793	575,330,573
Region 10 PORTLAND	195,999,997	0	1,880,000	0	0	2,620,000	0	0	0	0	0	800,000	201,299,997
SEATTLE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	\$2,815,176,135	\$311,711,032	\$786,818,831	\$418,469,606	\$1,261,593,136	\$764,944,873	\$314,657,088	\$17,380,596	\$22,902,659	\$29,145,120	\$212,392,146	\$145,370,798	\$7,100,362,020

NOTE: INTERSTATE SUBSTITUTE FUNDS ARE ALSO USED FOR NEW SYSTEMS. REFER TO THE INTERSTATE SUBSTITUTE TABLES FOR THIS DATA.

TABLE 26
CAPITAL PROGRAM
FISCAL YEARS 1988 - 1996
OBLIGATIONS FOR BUS, FIXED GUIDEWAY AND NEW SYSTEMS

URBANIZED AREA	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	9 YEAR TOTAL
Under 1 Million Population										
Reg. 1										
HARTFORD, CT	\$436,020	\$0	\$0	\$117,120	\$3,299,360	\$0	\$0	\$0	\$440,760	\$4,293,260
DANBURY, CT	0	0	0	1,650,000	0	0	0	0	0	1,650,000
FITCHBURG-LEOMIN, MA	405,000	0	406,248	0	0	0	0	1,000,000	0	1,811,248
BROCKTON, MA	1,058,400	0	3,999,999	0	0	0	0	0	0	5,058,399
GREENFIELD-MONTAG, MA	0	0	0	0	0	0	0	540,000	0	540,000
LAWRENCE-HAVERHILL, MA	0	0	0	0	221,636	0	0	1,786,328	0	2,007,964
FALL RIVER, MA	0	0	0	914,967	0	0	0	0	0	914,967
LOWELL, MA	0	0	0	2,860,002	0	0	2,340,000	0	0	5,200,002
NEW BEDFORD, MA	0	0	0	0	0	0	5,000,000	0	0	5,000,000
PITTSFIELD, MA	0	0	0	1,699,998	0	0	0	0	0	1,699,998
SPRINGFIELD, MA	0	0	439,998	0	5,000,000	0	2,000,000	3,000,000	1,985,000	7,439,998
WORCESTER, MA	0	0	0	0	0	0	0	0	0	4,985,000
BANGOR, ME	0	0	0	1,489,725	0	0	0	0	0	1,489,725
LEWISTON, ME	0	0	0	1,170,360	0	0	0	0	0	1,170,360
PORTLAND, ME	924,000	0	0	1,149,999	0	0	0	38,310,500	0	40,384,499
SOUTH PORTLAND, ME	0	0	0	0	0	0	0	0	368,000	368,000
PROVIDENCE, RI	0	75,000	248,625	0	0	3,312,000	3,356,428	3,744,852	4,420,260	15,157,165
ATLANTIC CITY, NJ	0	0	0	0	0	0	17,085,172	4,000,000	0	21,085,172
VINELAND, NJ	0	0	0	0	0	0	0	1,000,000	0	1,000,000
ALBANY, NY	0	0	375,000	0	0	0	1,024,000	1,000,000	0	2,399,000
BUFFALO, NY	0	0	0	0	9,558,668	480,152	9,850,224	452,264	800,000	21,141,308
ELMIRA, NY	0	343,740	492,801	0	0	0	108,368	0	0	944,909
GLEN FALLS, NY	0	600,000	0	0	0	0	492,000	0	0	600,000
ITHACA, NY	0	0	4,900,500	3,150,000	0	0	0	0	0	3,642,000
POUGHKEEPSIE, NY	0	0	0	0	0	0	0	0	0	4,900,500
ROCHESTER, NY	0	4,740,630	0	0	2,500,000	0	0	0	694,748	7,935,378
SYRACUSE, NY	0	1,744,875	1,252,250	0	0	0	0	700,000	0	3,697,125
UTICA-ROME, NY	486,000	0	0	1,613,448	0	0	99,200	6,150,000	2,977,500	5,176,148
WILMINGTON, DE	0	0	1,599,999	0	0	0	0	217,600	2,737,559	10,487,558
ANNAPOLIS, MD	0	0	0	0	1,028,000	0	0	0	0	1,867,200
FREDERICK, MD	0	0	0	0	621,600	0	0	739,998	0	1,339,998
HAGERSTOWN, MD	0	0	0	0	600,000	0	0	0	0	1,546,000
ALTOONA, PA	0	0	0	0	2,000,000	0	2,125,000	3,300,000	0	7,425,000
ERIE, PA	0	0	0	0	0	0	0	4,067,180	0	4,067,180
JOHNSTOWN, PA	0	0	0	131,250	1,600,000	0	0	0	1,731,250	1,731,250
READING, PA *	0	0	1,581,000	0	2,500,000	0	7,580,000	1,700,000	1,300,000	14,661,000
STATE COLLEGE, PA	0	0	0	0	2,500,000	0	0	0	0	2,500,000
WILLIAMSPORT, PA	0	0	0	0	0	400,000	0	2,500,000	0	2,900,000
CHARLOTTESVILLE, VA	0	0	0	0	0	548,000	0	0	0	548,000
LYNCHBURG, VA	0	0	0	324,999	0	0	0	0	0	324,999
NEWPORT NEWS-HAMP, VA	1,373,625	0	3,600,000	0	0	0	0	0	0	4,973,625
NORFOLK, VA	0	9,450	340,500	0	0	0	0	0	0	349,950
PETERSBURG, VA	0	0	0	1,417,002	0	0	0	0	0	1,417,002
ROANOKE, VA	847,500	0	373,023	1,493,700	0	0	0	0	0	2,714,223
CHARLESTON, WV	0	0	3,971,038	1,062,653	0	0	1,056,688	0	0	6,090,379
HUNTINGTON, WV	0	0	602,625	546,327	0	0	884,684	3,400,000	0	5,433,636
PARKERSBURG, WV	0	0	280,294	344,122	0	0	374,940	0	0	999,356
WHEELING, WV	0	0	2,625	542,410	0	0	873,048	8,912,364	0	10,330,447
BIRMINGHAM, AL	0	0	0	0	2,899,200	0	3,393,600	0	0	6,292,800
MONTGOMERY, AL	0	0	0	0	3,339,960	0	0	0	0	3,339,960
JACKSONVILLE, FL	0	5,784,750	0	29,018,692	0	0	15,045,000	0	0	49,848,442
LAKELAND, FL	0	0	219,999	0	1,774,800	0	0	0	0	1,994,799
MELBOURNE-COCOA FL	0	1,546,371	0	0	420,000	0	0	0	0	1,966,371
Reg. 2										
Reg. 3										
Reg. 4										

URBANIZED
AREA

	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
ORLANDO, FL	0	6,199,998	1,950,000	49,998	0	0	8,237,600	10,906,500	4,218,125	31,562,221
PALM BEACH, FL	0	0	0	0	0	0	0	0	1,985,000	1,985,000
PENSACOLA, FL	0	0	0	956,812	0	0	0	0	0	956,812
SARASOTA, FL	0	0	0	0	0	0	3,688,480	0	0	3,688,480
SOUTH DAYTONA BEACH, FL	0	0	0	0	0	0	0	0	1,240,625	1,240,625
TAMPA, FL	0	4,010,250	0	0	0	0	0	0	0	4,010,250
TALLAHASSEE, FL	0	0	0	1,333,735	0	0	0	0	0	1,333,735
W. PALM BEACH, FL	0	0	0	0	0	0	0	5,000,000	0	5,000,000
SAVANNAH, GA	0	0	0	0	265,708	0	0	0	0	265,708
FORT WRIGHT, KY	0	0	0	0	0	0	2,310,000	0	0	2,310,000
LOUISVILLE, KY	0	0	0	0	0	0	2,000,000	2,400,000	0	4,400,000
ASHEVILLE, NC	0	0	0	54,900	0	3,799,386	0	88,000	0	3,942,286
CHARLOTTE, NC	930,000	12,270,000	3,881,250	0	125,000	0	0	0	0	17,206,250
DURHAM, NC	0	0	0	1,305,180	1,471,140	1,093,068	0	640,000	0	4,509,388
GASTONIA, NC	0	0	0	456,492	369,600	129,565	0	0	0	955,657
GREENSBORO, NC	0	0	0	2,736,780	2,097,744	1,050,983	0	1,899,560	0	7,785,067
GREENVILLE, NC	0	0	0	0	0	0	0	206,560	0	206,560
HICKORY, NC	0	0	0	0	0	0	0	240,528	0	240,528
HIGH POINT, NC	0	0	0	0	29,440	32,000	0	237,040	0	298,480
RALEIGH, NC	0	0	0	0	0	311,000	0	7,714,248	3,600,000	11,625,248
ROCKY MT, NC	0	0	0	0	0	1,050,983	0	75,200	0	1,126,183
WILMINGTON, NC	0	0	0	71,340	48,000	224,000	0	0	0	343,340
WINSTON SALEM, NC	0	0	0	511,557	0	213,289	0	12,992,140	0	13,716,986
CHARLESTON, SC	0	0	0	518,712	0	0	6,871,400	0	0	7,390,112
SUMTER, SC	0	0	0	0	0	0	0	50,000	0	50,000
BRISTOL, TN	0	0	0	112,500	0	0	0	60,800	0	173,300
CHATTANOOGA, TN	0	0	0	3,025,850	0	14,395,135	1,093,352	2,420,000	0	20,934,337
CLARKSVILLE, TN	0	0	0	226,275	0	0	0	486,400	0	712,675
JACKSON, TN	0	0	0	630,000	0	0	0	724,000	0	1,354,000
JOHNSON CITY, TN	0	0	0	409,125	0	0	0	279,200	0	688,325
KINGSFORD, TN	0	0	0	146,250	0	0	0	336,000	0	482,250
KNOXVILLE, TN	0	0	0	675,000	0	0	0	3,180,000	0	3,855,000
MEMPHIS, TN	0	0	0	0	0	0	4,333,200	17,467,116	0	21,800,316
NASHVILLE, TN	0	0	0	2,606,863	0	243,200	3,456,800	553,600	0	6,860,463
BLOOMINGTON, IL	0	0	418,500	0	0	0	0	0	0	418,500
CHAMPAIGN-URBANA, IL	0	0	0	514,284	0	0	0	2,640,000	3,430,712	6,584,996
DECATUR, IL	0	0	91,500	1,157,139	0	0	0	0	524,040	1,772,679
PEORIA, IL	0	0	2,499,999	1,542,852	0	0	832,000	92,000	0	4,968,851
ROCKFORD, IL	0	0	0	1,285,725	0	0	665,600	1,584,000	524,040	4,059,365
ROCK ISL-MOLINE, IL-DAV, IA	0	0	1,444,500	0	0	0	280,000	0	2,873,400	4,597,900
SPRINGFIELD, IL	0	0	0	0	0	0	1,900,000	320,000	1,064,953	3,284,953
ANDERSON, IN	0	0	0	0	0	527,331	0	0	0	527,331
BEDFORD, IN	0	0	0	0	0	66,444	0	0	0	66,444
BLOOMINGTON, IN	0	0	0	0	0	0	1,248,800	2,409,783	0	3,658,583
EVANSVILLE, IN	0	0	0	0	0	632,797	0	0	0	632,797
INDIANAPOLIS, IN	800,000	0	0	0	0	0	0	0	0	800,000
LAFAYETTE, IN	0	0	0	0	0	1,220,771	0	0	0	1,220,771
MUNCIE, IN	0	0	0	0	0	843,730	0	0	0	843,730
SOUTH BEND, IN	0	0	0	0	0	0	0	3,096,572	0	3,096,572
ANN ARBOR, MI	0	0	0	0	1,500,000	0	0	0	0	1,500,000
BATTLE CREEK, MI	0	0	65,311	0	0	179,703	348,000	180,000	680,000	1,453,014
BAY CITY, MI	0	0	0	0	0	787,500	992,000	160,000	1,600,000	3,539,500
BENTON HARBOR, MI	0	0	0	0	0	0	139,760	70,016	0	209,776
FLINT, MI	2,013,750	0	0	0	0	171,360	7,785,606	1,250,000	2,999,831	14,220,547
GRAND RAPIDS, MI	0	0	1,074,015	0	0	0	652,576	1,376,871	0	3,103,462
JACKSON, MI	0	0	746,628	0	0	12,007	0	0	891,569	1,650,204
KALAMAZOO, MI	0	0	0	0	0	1,848,000	1,032,000	540,000	69,200	3,489,200
LANSING, MI	0	0	1,227,532	0	0	0	0	4,000,000	2,074,325	7,301,857

URBANIZED
AREA

	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
MUSKOGON, MI	0	0	0	0	0	898,858	160,000	0	0	1,058,858
NILES, MI	0	0	0	0	0	0	0	36,928	0	36,928
PORT HURON, MI	0	0	0	0	0	0	0	381,260	506,400	887,660
SAGINAW, MI	0	0	92,095	0	0	1,160,000	752,000	0	0	2,004,095
DULUTH, MN	0	0	0	0	0	0	2,000,000	0	0	2,000,000
AKRON, OH	1,495,500	0	0	2,700,000	1,450,000	0	3,600,000	992,500	2,252,241	12,490,241
CANTON, OH	0	0	0	0	1,575,000	0	0	694,222	0	2,269,222
COLUMBUS, OH	0	0	0	0	0	4,067,898	7,400,000	3,400,000	4,620,766	19,488,664
DAYTON, OH	0	0	0	0	0	14,146,186	1,776,333	4,145,966	1,302,116	21,370,601
HAMILTON, OH	0	0	0	0	0	0	0	270,000	0	270,000
SPRINGFIELD, OH	0	0	0	0	0	0	0	890,720	0	890,720
TOLEDO, OH	0	0	0	0	0	0	3,000,000	0	0	3,000,000
YOUNGSTOWN, OH	0	0	0	782,250	0	0	3,500,000	0	0	4,282,250
APPLETON, WI	0	0	0	1,400,000	0	1,872,650	224,800	38,400	0	3,535,850
BELOIT, WI	0	0	0	168,000	0	243,220	672,000	32,000	0	1,115,220
EAU CLAIRE, WI	0	0	0	0	0	0	0	1,594,528	0	1,594,528
GREEN BAY, WI	0	0	0	240,000	0	80,400	696,736	0	0	1,017,136
JANESVILLE, WI	0	0	0	135,000	0	259,860	289,200	138,400	0	822,460
KENOSHA, WI	0	0	0	361,000	0	223,950	567,328	1,505,765	0	2,658,043
LACROSSE, WI	0	0	0	650,000	0	1,181,600	135,680	0	0	1,967,280
MADISON, WI	0	0	0	0	0	9,670,274	0	2,493,000	0	12,163,274
OSHKOSH, WI	0	0	0	418,750	0	716,563	95,200	0	0	1,230,513
RACINE, WI	0	0	0	270,000	0	94,400	790,880	51,080	0	1,206,360
SHEBOYGAN, WI	0	0	0	0	0	211,250	759,400	847,645	0	1,818,295
WAUSAU, WI	0	0	0	115,000	0	90,266	352,400	512,182	0	1,069,848
LITTLE ROCK, AR	0	0	0	0	0	0	0	270,000	3,100,000	3,370,000
PINE BLUFF, AR	0	0	0	0	0	0	0	0	178,880	178,880
BATON ROUGE, LA	0	0	0	0	4,373,552	0	0	0	0	4,373,552
ALBUQUERQUE, NM	1,400,000	961,920	0	1,350,000	0	0	0	0	1,750,000	5,461,920
RIO RANCHO, NM	0	0	0	0	0	0	0	325,429	0	325,429
SANTA FE, NM	0	0	0	946,401	0	1,287,352	0	1,010,000	0	3,243,753
OKLAHOMA CITY, OK	0	0	0	0	600,000	0	0	2,624,999	0	3,224,999
TULSA, OK	0	0	0	0	0	0	0	2,625,000	0	2,625,000
AUSTIN, TX	0	0	0	0	5,123,100	0	0	0	0	5,123,100
BRAZOS, TX	0	0	0	0	0	0	0	1,136,040	0	1,136,040
CORPUS CHRISTI, TX	0	0	0	0	0	1,532,000	544,000	5,714,044	2,431,624	10,221,668
EL PASO, TX	0	1,452,936	0	0	1,470,300	5,647,200	400,000	1,942,098	10,147,289	21,059,823
LAREDO, TX	0	0	0	0	3,000,000	0	7,000,000	0	0	10,000,000
CEDAR RAPIDS, IA	0	35,364	0	0	597,000	937,500	4,157,451	1,100,674	450,000	7,277,989
DAVENPORT, IA	0	0	0	0	731,250	0	0	146,080	0	877,330
DES MOINES, IA	0	1,405,425	0	4,750,704	1,117,500	80,000	0	14,688,208	0	22,041,837
DUBUQUE, IA	0	0	435,600	0	0	0	179,692	189,836	0	805,128
IOWA CITY, IA	0	0	48,750	0	300,000	0	1,547,311	1,073,011	0	2,969,072
SIoux CITY, IA	0	0	131,250	0	337,500	0	827,659	320,414	0	1,616,823
WATERLOO, IA	0	0	94,500	0	0	0	521,649	1,200,635	0	1,816,784
TOPEKA, KS	0	0	0	0	0	0	0	7,232,000	768,000	8,000,000
WICHITA, KS	0	0	0	0	0	3,254,318	0	2,600,000	0	5,854,318
OSAGE BEACH, MO	0	0	165,000	0	0	0	0	0	0	165,000
COLUMBIA, MO	0	0	0	9,000	0	0	1,368,000	0	0	1,377,000
JOPLIN, MO	0	0	0	9,000	0	0	0	0	0	9,000
SPRINGFIELD, MO	0	0	1,182,446	9,000	5,117,147	0	2,964,480	0	0	9,273,073
ST. JOSEPH, MO	0	0	39,750	0	0	0	0	793,600	0	833,350
LINCOLN, NE	0	0	0	38,025	1,334,813	0	0	0	0	1,372,838
OMAHA, NE	0	0	0	0	0	0	2,364,800	0	0	2,364,800
FT. COLLINS, CO	0	0	0	326,001	1,152,000	0	0	0	868,440	2,346,441
GREELEY, CO	0	0	0	0	0	0	0	0	372,184	372,184
PUEBLO, CO	0	0	0	0	0	0	0	0	200,000	200,000
BILLINGS, MT	0	0	1,931,250	0	0	0	0	0	0	1,931,250

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URBANIZED AREA	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
KEY WEST, FL	0	0	0	600,000	239,666	0	1,856,876	0	0	2,696,542
MILTON, FL	0	31,998	0	0	0	0	0	0	0	31,998
FLORIDA STATE	0	0	0	525,000	0	0	0	0	0	525,000
KENTUCKY STATE	284,775	0	0	0	0	0	0	0	0	284,775
MISSISSIPPI STATE	0	0	0	4,920,000	0	217,008	0	781,000	0	5,918,008
CHAPEL HILL, NC	0	0	0	0	0	0	0	5,257,660	0	5,257,660
GASTON CO. NC	0	0	0	0	127,828	0	0	274,060	0	401,888
NORTH CAROLINA	0	0	0	863,751	0	0	0	151,004	0	1,014,755
SOUTH CAROLINA	3,115,284	75,000	0	0	0	0	0	0	0	3,190,284
GATLINBURG, TN	0	0	0	0	0	0	0	880,000	0	880,000
PIGEON FORGE, TN	0	0	0	0	0	0	0	560,000	0	560,000
TENNESSEE STATE	0	0	0	2,718,135	0	0	0	7,260,000	0	2,718,135
MADISON CO., IL	0	0	0	0	0	0	0	0	0	9,532,825
QUINCY, IL	0	0	0	0	0	0	0	0	0	524,040
INDIANA STATE	0	0	0	0	0	208,758	369,869	0	0	6,421,808
MICHIGAN STATE	4,532,724	0	1,016,046	0	0	4,617,572	3,058,169	2,295,669	3,178,000	18,698,180
GILBERT, MN	0	845,283	0	0	0	0	0	0	0	845,283
MINNESOTA	0	0	0	0	0	1,589,646	0	0	0	1,589,646
BRUNSWICK, OH	0	0	0	0	0	0	0	0	288,000	288,000
LAKE CO., OH	0	0	0	0	0	0	0	1,597,511	0	1,597,511
OHIO STATE	0	0	0	0	0	1,344,715	72,000	2,000,000	0	3,344,715
SUPERIOR WI	0	0	0	0	0	0	344,376	7,280,000	0	72,000
WISCONSIN STATE	0	0	0	2,037,566	0	0	0	0	0	9,661,942
ARKANSAS STATE	0	0	0	4,842,030	0	0	0	0	2,004,620	6,846,650
ST. JAMES PARISH, LA	0	0	0	0	213,092	0	0	0	0	213,092
GALLUP, NM	0	0	0	250,002	0	0	0	0	0	250,002
LAS VEGAS, NM	0	0	0	0	0	0	0	220,000	0	220,000
ROSWELL, NM	0	0	0	1,650,000	0	0	0	0	0	1,650,000
TAOS, NM	0	0	0	0	0	0	0	500,000	0	500,000
OKLAHOMA STATE	0	0	0	0	0	0	0	1,749,997	0	1,749,997
BASTROP, TX	0	0	363,507	0	0	0	0	0	0	363,507
BRAZOS VALLEY, TX	0	0	0	501,183	415,364	18,474,768	1,127,500	0	0	19,391,315
SAN MARCOS, TX	0	0	0	0	0	0	0	0	0	1,127,500
TEXAS STATE	0	4,312,500	0	0	0	0	0	0	0	4,312,500
IOWA STATE	4,701,951	0	0	0	5,430,750	0	3,766,238	2,404,836	6,580,275	22,884,050
JOHNSON CO., KS	0	0	0	0	0	0	0	1,030,000	0	1,030,000
KANSAS STATE	0	0	618,750	0	0	0	0	0	0	618,750
FARMINGTON, MO	0	0	18,000	0	0	0	0	0	0	18,000
MISSOURI STATE	0	0	890,400	527,500	0	0	2,411,920	706,400	0	4,536,220
NEBRASKA STATE	0	0	831,000	0	0	0	0	0	0	831,000
EAGLE CO. CO (AVON)	0	0	0	0	0	1,070,976	0	0	0	1,070,976
PITKIN CO., CO	0	0	0	0	0	0	3,060,800	0	0	3,060,800
VAIL CO.	697,125	0	0	0	1,055,584	0	0	0	0	1,697,125
MONTANA STATE	0	0	0	0	1,136,800	0	0	1,000,000	0	1,055,584
PARK CITY, UT	0	0	0	0	0	0	0	0	0	1,136,800
ROCK SPRING, WY	0	0	0	0	0	0	564,256	0	0	564,256
LAKE TAHOE, CA	0	0	0	0	0	1,200,000	0	156,000	0	3,300,000
SAN GABRIEL VALLEY, CA	0	0	0	0	0	0	0	9,676,875	0	9,676,875
WOODLAND, CA	0	0	0	0	0	0	0	1,488,750	0	1,488,750
YOLO CO., CA	0	0	0	0	0	0	0	1,500,000	0	1,500,000
BARROW, AK	0	0	0	2,950,628	0	0	0	0	0	2,950,628
JUNEAU, AK	0	70,300	0	780,000	0	0	0	0	0	850,300
KAUAI, HI	0	0	0	0	0	0	0	240,000	0	240,000
HAWAII STATE	0	0	31,950	0	0	2,000,000	0	0	0	2,031,950
CLACKAMUS CO., OR	0	0	0	0	0	0	0	1,600,000	0	1,600,000
ALBANY, OR	0	0	0	0	0	0	0	220,000	0	220,000
CORVALLIS, OR	0	0	0	0	0	0	0	397,200	0	397,200
KLAMATH, OR	0	0	0	0	0	0	0	216,800	0	216,800

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Reg. 9

Reg. 10

URBANIZED AREA	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
CHELAN-DOUGLAS, WA	0	0	0	0	0	0	0	3,914,304	0	3,914,304
CLALLAM, WA	0	0	0	0	4,000,000	0	0	1,600,000	0	5,600,000
EDMONDS, WA	0	0	0	0	0	0	0	0	400,000	400,000
HOQUIAM, WA	0	0	1,170,000	0	0	0	0	0	0	1,170,000
WASHINGTON STATE	0	0	0	0	0	0	0	0	1,000,000	1,000,000
GRAND TOTAL	\$33,777,274	\$56,251,579	\$63,935,929	\$147,410,595	\$124,185,202	\$156,968,277	\$205,913,133	\$333,917,253	\$166,706,492	\$1,289,065,734

• OBLIGATIONS FOR READING, PA ARE FOR A MULTI-YEAR FUNDED STATEWIDE BUS PROJECT.

TABLE 26-1

**CAPITAL PROGRAM OBLIGATIONS FOR FIXED GUIDEWAY MOD AND NEW SYSTEMS
URBANIZED AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1984 - 1996**

URBANIZED AREA	FISCAL YEAR	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL
Region 1				
HARTFORD, CT	1996	\$440,760	\$0	\$440,760
LAWRENCE-HAVERH., MA	1992	221,636	0	221,636
	1995	1,786,328	0	1,786,328
PORTLAND, ME	1995	0	38,310,500	38,310,500
PROVIDENCE, RI	1995	432,852	0	432,852
	1996	1,108,260	0	1,108,260
Region 2				
BUFFALO, NY	1992	214,928	0	214,928
	1993	480,152	0	480,152
	1994	538,780	0	538,780
	1995	452,264	0	452,264
Region 3				
WILMINGTON, DE	1995	150,000	0	150,000
	1996	1,397,684	0	1,397,684
JOHNSTOWN, PA	1984	1,504,656	0	1,504,656
	1992	558,516	0	558,516
Region 4				
JACKSONVILLE, FL	1985	0	15,500,000	15,500,000
	1991	0	28,810,224	28,810,224
	1994	0	15,045,000	15,045,000
ORLANDO, FL	1994	0	737,600	737,600
	1995	0	4,734,900	4,734,900
CHARLOTTE, NC	1992	0	125,000	125,000
CHATTANOOGA, TN	1991	1,050,000	0	1,050,000
	1994	93,352	0	93,352
MEMPHIS, TN	1995	0	496,248	496,248
Region 5				
AKRON, OH	1995	0	992,500	992,500
DAYTON, OH	1993	1,942,492	0	1,942,492
	1994	1,776,333	0	1,776,333
	1995	1,745,966	0	1,745,966
	1996	1,302,116	0	1,302,116
Region 6				
EL PASO, TX	1994	400,000	0	400,000
Region 8				
SALT LAKE CITY, UT	1991	0	6,600,000	6,600,000
	1993	0	12,500,000	12,500,000
	1995	0	9,893,530	9,893,530
	1996	0	9,642,195	9,642,195
Region 9				
HONOLULU, HI	1991	0	10,500,000	10,500,000
	1992	0	20,925,000	20,925,000
	1996	686,448	0	686,448
Region 10				
TACOMA, WA	1996	879,097	0	879,097
STATE OF WASHINGTON	1996	1,000,000	0	1,000,000
TOTAL		\$20,162,620	\$174,812,697	\$194,975,317

TABLE 27

CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS
FISCAL YEARS 1992 - 1996

FOR URBANIZED AREAS OVER 1 MILLION POPULATION

Millions of Dollars

URBANIZED AREA	CAPITAL OBLIGATIONS										OPERATING OBLIGATIONS						GRAND TOTAL	
	CAPITAL PROGRAM					URBANIZED AREA FORMULA PROGRAM					URBANIZED AREA FORMULA PROGRAM					TOTAL OPER. OBLIG.		
	FY 92	FY 93	FY 94	FY 95	FY 96	FY 92	FY 93	FY 94	FY 95	FY 96	FY 92	FY 93	FY 94	FY 95	FY 96			
Reg. 1 BOSTON, MA	\$21.1	\$38.0	\$140.9	\$95.2	\$66.8	\$59.1	\$37.8	\$91.2	\$75.7	\$49.3	\$675.1	\$18.2	\$18.2	\$18.3	\$16.2	\$8.8	\$79.7	\$754.8
Reg. 2 NEW YORK, NY	228.8	266.7	351.8	315.4	359.3	311.3	255.5	360.1	363.1	384.3	3,196.3	101.8	107.2	102.2	91.9	47.3	450.4	3,646.7
NORTHEASTERN, NJ	6.0	164.6	212.6	305.7	175.3	68.2	75.1	69.2	150.5	85.4	1,312.6	29.9	24.9	37.4	35.7	20.4	148.3	1,460.9
SW CONNECTICUT	28.1	17.0	35.3	33.5	32.9	0	0	0	0	0	146.8	0	0	0	0	0	0.0	146.8
SO. NEW JERSEY	0	6.0	6.0	7.4	4.7	0	0	0	0	10.1	34.2	0	0	0	0	2.1	2.1	36.3
Reg. 3 BALTIMORE, MD	18.0	41.6	47.9	73.9	50.1	13.4	7.0	16.9	18.6	33.8	321.2	9.7	9.7	9.7	8.6	4.5	42.2	363.4
NORFOLK, VA	0	0	0	0	0.8	7.9	7.0	7.4	4.4	5.6	33.1	4.4	4.4	4.9	3.7	4.2	21.6	54.7
PHILADELPHIA, PA-NJ	53.0	75.2	89.4	92.5	82.7	46.2	30.5	64.8	157.2	49.3	740.8	31.8	37.4	30.1	28.2	12.6	140.1	880.9
PITTSBURGH, PA	14.0	43.4	14.8	135.0	73.6	14.3	10.4	16.7	97.8	16.0	436.0	9.5	9.5	9.5	8.4	4.4	41.3	477.3
WASHINGTON, DC-MD-VA	10.6	21.8	17.3	25.2	15.5	37.7	39.8	75.9	76.0	94.5	414.3	16.9	16.8	16.9	15.4	7.8	73.8	488.1
Reg. 4 ATLANTA, GA	64.5	27.4	18.2	38.7	60.3	17.3	24.0	23.9	27.4	31.8	333.5	6.8	7.1	5.6	19.6	3.8	42.9	376.4
FORT LAUDERDALE, FL	0	4.6	10.7	9.9	11.8	5.6	3.6	5.9	7.6	15.5	75.2	11.1	7.3	5.2	9.0	2.9	35.5	110.7
MIAMI, FL	5.5	50.1	16.3	27.1	12.1	17.6	13.3	19.8	26.1	26.1	214.0	8.4	8.4	8.4	7.4	3.9	36.5	250.5
SAN JUAN, PR	0	0	5.7	5.0	12.0	5.1	4.3	2.0	2.8	32.7	69.6	7.7	7.2	7.1	6.6	3.5	32.1	101.7
TAMPA, FL	0	0	0	0	2.4	6.5	6.9	11.2	14.3	10.1	51.4	5.3	5.2	5.2	2.8	3.9	22.4	73.8
Reg. 5 CHICAGO, IL	100.3	89.9	121.4	194.3	109.7	97.0	105.7	128.3	125.2	133.3	1,205.1	46.3	46.4	46.2	39.6	23.1	201.6	1,406.7
NORTHWESTERN, IN	6.0	5.7	7.8	6.8	5.9	1.4	2.6	3.3	4.1	1.3	44.9	2.8	4.9	5.2	7.8	5.0	25.7	70.6
CINCINNATI, OH	3.8	0.6	1.3	9.4	5.1	4.4	7.5	13.7	21.2	15.8	82.8	5.3	4.8	5.3	4.7	2.4	22.5	105.3
CLEVELAND, OH	10.7	11.8	15.3	16.2	16.8	15.6	13.0	10.6	34.0	12.7	156.7	9.2	9.4	9.3	8.5	4.5	40.9	197.6
Reg. 6 DETROIT, MI	8.2	2.4	10.9	9.2	9.6	5.7	3.5	17.1	20.0	20.5	107.1	20.0	21.1	21.2	18.9	11.5	92.7	199.8
MILWAUKEE, WI	0	0	0	3.0	5.8	7.3	12.1	10.2	9.3	4.4	52.1	5.4	5.4	5.6	5.3	2.4	24.1	76.2
MINNEAPOLIS, MN	0	8.0	7.0	8.8	0	10.3	10.5	9.4	16.8	0	70.8	7.3	7.3	12.1	6.4	3.4	36.5	107.3
DALLAS-FT WORTH, TX	0	84.0	2.5	99.0	28.3	2.3	25.4	49.7	28.8	60.8	380.8	6.1	4.3	5.3	6.4	5.6	27.7	408.5
Reg. 7 HOUSTON, TX	6.4	188.6	0	73.5	22.4	28.6	22.1	15.5	50.9	31.0	439.0	0	0	0	0	0.9	0.9	439.9
NEW ORLEANS, LA	8.6	2.3	12.0	15.0	10.6	5.6	1.3	9.5	11.4	6.8	83.1	6.6	6.3	6.4	5.5	3.6	28.4	111.5
SAN ANTONIO, TX	0	0	0	0	0	12.6	10.4	7.4	20.2	9.1	59.7	4.6	4.6	4.6	4.1	2.1	20.0	79.7
Reg. 8 KANSAS CITY, KS-MO	4.8	0	13.1	0.5	2.0	1.1	0.6	2.4	8.4	4.4	37.3	4.4	4.4	4.5	3.8	2.1	19.2	56.5
ST. LOUIS, MO-IL	15.9	42.2	17.1	20.7	13.9	4.3	2.4	7.1	9.6	19.8	153.0	9.6	9.6	9.6	8.5	5.6	42.9	195.9
Reg. 9 DENVER, CO	0	11.3	0	0.8	0.3	9.1	6.3	11.2	19.4	11.9	70.3	5.9	5.5	5.9	6.1	3.5	26.9	97.2
PHOENIX, AZ	0	0	0	7.7	0.4	0	27.6	5.1	36.2	17.4	94.4	0	9.4	0	8.9	2.2	20.5	114.9
Reg. 10 LOS ANGELES, CA	87.8	109.2	12.2	400.0	116.2	19.5	147.2	34.6	294.6	107.6	1,328.9	57.0	58.1	56.9	57.6	4.1	233.7	1,562.6
RIVERSIDE, CA	0	0	0	0	0	3.1	1.5	2.8	8.5	1.2	17.1	2.5	1.1	2.9	3.6	0.1	10.2	27.3
SACRAMENTO, CA	0	3.2	1.0	11.9	1.8	3.4	11.2	17.1	11.3	8.6	69.5	3.4	3.5	3.4	3.1	1.6	15.0	84.5
SAN DIEGO, CA	3.3	3.2	3.1	2.2	2.8	30.5	11.3	11.8	28.7	21.8	118.7	7.3	7.3	5.1	8.8	4.3	32.8	151.5
SAN FRANCISCO, CA	100.7	199.1	34.1	112.7	31.6	55.5	44.7	64.3	122.7	145.5	910.9	18.8	15.8	13.4	23.1	14.0	85.1	996.0
SAN JOSE, CA	12.7	0	0	2.4	34.8	9.9	12.3	10.1	39.8	32.1	154.1	6.1	6.0	6.0	1.2	3.6	22.9	177.0
Reg. 10 PORTLAND, OR-WA	21.7	69.2	110.4	98.2	129.6	0.9	14.5	9.1	44.4	51.5	549.5	4.4	4.9	4.4	3.9	2.7	20.3	569.8
SEATTLE-EVERETT, WA	2.3	1.9	4.8	17.5	15.9	15.3	36.3	32.5	5.8	51.7	184.0	6.7	6.2	7.4	1.0	6.8	28.1	212.1
TOTAL	\$842.8	\$1,589.0	\$1,340.9	\$2,274.3	\$1,523.8	\$953.6	\$1,045.2	\$1,247.8	\$1,992.8	\$1,613.7	\$14,423.9	\$501.2	\$509.6	\$501.2	\$490.3	\$245.2	\$2,247.5	\$16,671.4

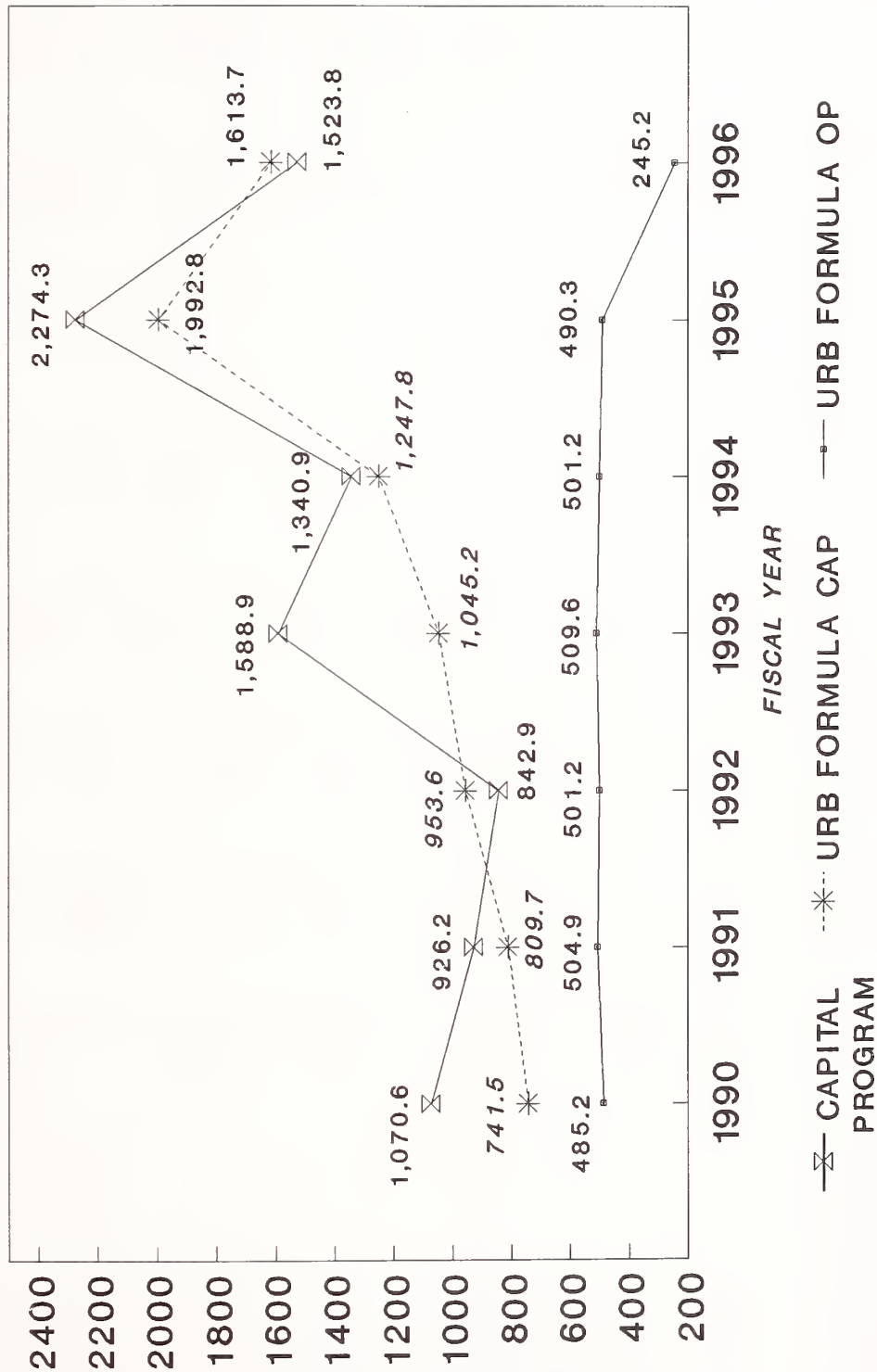
NOTE: Urbanized Area Formula Capital obligations include Planning.

CAPITAL AND URBANIZED AREA FORMULA CAPITAL AND OPERATING URBANIZED AREAS OVER 1 MILLION POPULATION

\$ MILLIONS

FISCAL YEARS 1990 - 1996

Figure 27



Planning is Included in Urbanized Area Formula Capital.

TABLE 28

**URBANIZED AREA FORMULA FUNDS OBLIGATED FOR PLANNING
OVER 1 MILLION POPULATION
FISCAL YEARS 1989 - 1996**

	URBANIZED AREA	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	8 YEAR TOTAL
Region 1	BOSTON, MA	\$688,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,000
Region 2	NEW YORK, NY	0	0	5,314,973	4,151,726	607,887	0	271,705	80,000	10,426,291
	NORTHEASTERN NJ	0	0	0	0	0	4,405,400	240,000	2,760,000	7,405,400
Region 3	BALTIMORE, MD	0	0	0	0	0	5,020,400	1,911,600	4,082,800	11,014,800
	NORFOLK, VA	0	0	0	0	62,000	472,784	1,565,376	1,234,600	3,334,760
	PHILADELPHIA, PA-NJ	0	0	80,000	0	0	82,800	60,000	0	222,800
	PITTSBURGH, PA	64,000	240,000	24,000	44,000	16,000	1,580,000	1,784,000	560,000	4,312,000
Region 4	WASHINGTON, DC-MD-VA	0	0	0	0	0	0	0	400,000	400,000
	ATLANTA, GA	5,860,000	1,551,068	1,572,088	1,280,000	1,540,000	1,140,800	3,055,000	3,504,000	19,502,956
	FORT LAUDERDALE, FL	241,100	0	0	0	110,443	0	0	0	351,543
	MIAMI, FL	0	480,000	0	1,520,000	796,000	431,200	1,256,000	912,000	5,395,200
	SAN JUAN, PR	0	0	340,000	0	0	0	0	10,220,676	10,560,676
	TAMPA, FL	0	0	0	256,000	280,800	488,000	588,000	835,000	2,447,800
Region 5	CHICAGO, IL	0	0	1,023,837	496,000	411,700	2,782,400	1,072,000	315,355	6,081,292
	NORTHWESTERN, IN	216,000	292,000	285,349	305,772	304,000	304,000	0	288,000	1,995,121
	CINCINNATI, OH	0	0	0	0	260,000	0	860,000	410,000	1,530,000
	DETROIT, MI	0	0	0	0	24,000	0	0	0	24,000
	MILWAUKEE, WI	288,000	438,000	438,000	438,000	438,000	494,000	494,000	494,000	3,522,000
Region 6	DALLAS-FORT WORTH, TX	0	415,000	436,000	1,000	0	0	0	45,600	897,600
	HOUSTON, TX	0	0	0	0	0	0	0	95,444	95,444
	NEW ORLEANS, LA	315,000	0	768,000	814,000	402,400	240,000	400,000	820,000	3,759,400
Region 7	KANSAS CITY, MO-KS	600,000	288,000	145,200	772,959	348,040	610,487	566,450	390,408	3,721,544
	ST. LOUIS, MO-IL	0	0	0	0	320,000	0	0	0	320,000
Region 8	DENVER, CO	0	120,000	499,000	1,439,948	0	4,800,000	0	0	6,359,948
	PHOENIX, AZ	0	914,772	0	0	875,588	0	964,000	630,000	3,883,360
Region 9	LOS ANGELES-LONG BEACH, CA	0	405,618	0	0	0	0	0	0	405,618
	SACRAMENTO, CA	0	0	0	45,781	0	0	49,626	111,633	207,040
	SAN ANTONIO, CA	426,000	1,359,200	1,348,000	1,388,493	3,919,852	800,000	8,854,200	1,790,000	19,885,745
Region 10	SAN FRANCISCO-OAKLAND, CA	2,800,000	0	0	140,000	0	0	2,337,000	0	5,277,000
	PORTLAND-VANC, OR-WA (OR)	1,147,540	518,400	697,104	560,000	0	0	0	285,300	3,208,344
	PORTLAND-VANC, OR-WA (WA)	0	0	0	0	40,000	0	0	0	40,000
	SEATTLE-EVERETT, WA	799,400	502,500	896,000	648,400	1,648,000	1,260,000	1,199,000	3,000,000	9,953,300
	TOTAL	\$13,445,040	\$7,524,558	\$13,867,551	\$14,302,079	\$12,404,710	\$24,892,271	\$27,527,957	\$33,264,816	\$147,228,982

URBANIZED AREA FORMULA PROGRAM OBLIGATIONS FOR PLANNING

FISCAL YEARS 1989 - 1996

Figure 28

URBANIZED AREAS OVER 1 MILLION POPULATION

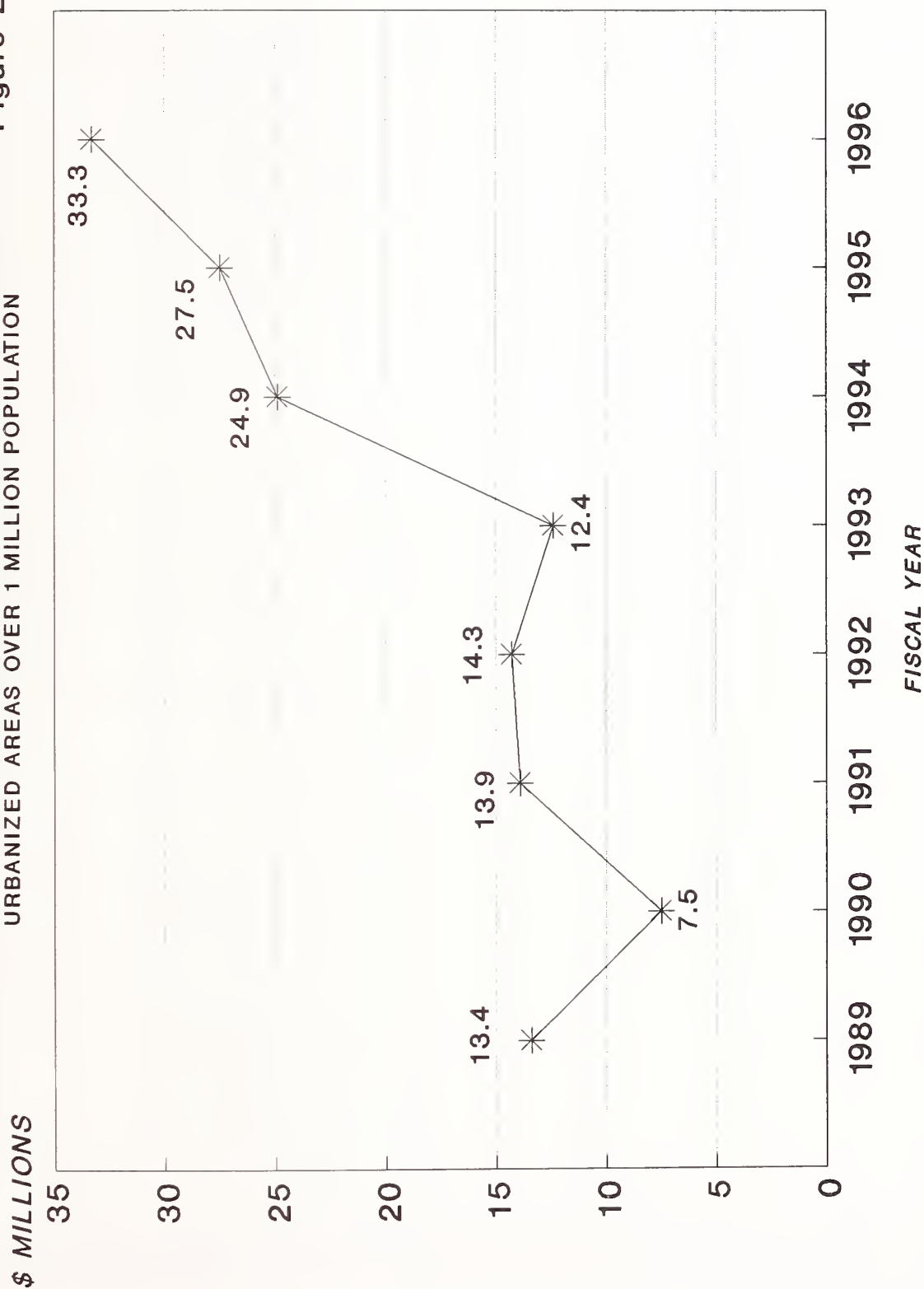


TABLE 29

**OBLIGATIONS FOR FORMULA AND DISCRETIONARY FUNDS BY STATE
CAPITAL, OPERATING, AND PLANNING
FISCAL YEARS 1987 - 1991**

IN DESCENDING ORDER BY TOTAL AMOUNT OF GRANTS RECEIVED
(IN MILLIONS)

STATE	TRUST FUNDS					FORMULA FUNDS					GRAND TOTAL
	FY 87	FY 88	FY 89	FY 90	FY 91	FY 87	FY 88	FY 89	FY 90	FY 91	
NEW YORK	\$130.4	\$27.5	\$227.6	\$205.9	\$182.6	\$553.8	\$593.0	\$357.4	\$356.5	\$422.2	\$3,056.9
CALIFORNIA	158.4	148.5	61.8	367.5	221.0	295.8	254.1	245.9	247.5	221.7	2,222.2
ILLINOIS	38.4	156.6	96.1	60.3	123.8	165.0	158.3	139.5	138.4	160.3	1,236.7
PENNSYLVANIA	61.5	65.1	122.1	68.7	84.8	147.4	109.1	109.0	98.0	106.5	972.2
NEW JERSEY	69.1	35.1	107.4	46.1	71.5	125.3	120.7	102.6	109.3	105.0	892.1
TEXAS	22.4	69.4	11.2	5.3	8.0	49.0	118.0	68.4	104.3	104.4	560.4
MASSACHUSETTS	16.8	55.8	19.4	79.3	40.4	72.7	69.7	68.5	66.1	71.2	559.9
FLORIDA	11.4	5.1	136.8	29.2	40.6	70.4	58.9	70.3	55.6	54.7	533.0
GEORGIA	52.9	149.7	71.3	2.6	31.7	26.5	35.7	34.5	30.0	30.1	465.0
MISSOURI	2.1	25.3	151.6	71.0	63.1	29.1	37.4	24.5	26.2	24.8	455.1
OHIO	6.0	28.4	3.4	33.1	26.4	83.1	69.1	55.9	63.7	65.0	434.1
WASHINGTON	80.8	68.6	25.2	5.4	2.3	43.9	32.0	45.3	33.0	38.1	374.6
CONNECTICUT	28.0	1.5	92.9	24.3	25.7	19.2	37.0	21.6	34.7	26.2	311.1
MICHIGAN	3.1	9.7	2.9	18.9	11.1	48.5	62.5	42.7	27.9	60.5	287.8
MARYLAND	1.9	12.1	23.2	17.3	12.5	32.9	29.2	27.1	27.2	90.8	274.2
DIST. OF COLUMBIA	1.3	2.3	1.8	23.5	5.3	48.7	46.7	42.8	45.2	46.5	264.1
COLORADO	19.7	2.1	1.7	37.7	35.0	19.3	24.1	20.3	18.4	20.5	198.8
WISCONSIN	1.6	1.6	27.1	3.2	7.4	29.6	29.4	26.7	21.5	20.8	168.9
LOUISIANA	3.1	3.6	22.6	6.9	11.1	15.0	33.1	21.0	17.6	33.1	167.1
INDIANA	1.4	2.2	1.4	19.7	13.9	26.7	27.0	26.7	22.0	22.6	163.6
VIRGINIA	1.5	6.2	1.1	10.0	24.8	32.3	23.6	17.1	16.3	13.3	146.2
OREGON	8.3	1.1	1.2	19.6	22.8	14.6	18.6	12.2	10.7	28.5	137.6
NORTH CAROLINA	1.3	2.2	13.5	5.1	7.4	17.6	18.8	24.4	11.5	27.6	129.4
MINNESOTA	1.6	9.8	3.6	8.7	1.3	34.5	18.8	17.3	17.5	12.6	125.7
TENNESSEE	1.2	1.2	1.3	1.3	12.0	26.6	14.3	15.1	15.3	29.8	118.1
PUERTO RICO	0.8	0.8	0.6	3.7	0.8	27.4	24.7	12.8	17.6	16.6	105.8
ARIZONA	1.0	3.4	1.3	4.1	4.1	12.1	19.0	7.1	24.3	13.8	90.2
ALABAMA	0.9	1.1	0.1	3.1	4.1	16.8	16.4	12.1	12.8	12.6	80.0
KENTUCKY	0.9	1.1	0.9	0.9	0.9	21.9	13.4	9.9	13.6	14.2	77.7
UTAH	0.4	4.3	4.1	0.6	11.9	11.6	11.4	9.1	9.6	9.3	72.3
HAWAII	0.3	0.3	0.3	0.3	10.9	19.5	0.3	12.5	5.8	15.6	65.8
RHODE ISLAND	0.5	0.5	0.7	0.7	0.5	11.6	11.0	11.4	5.9	15.4	58.2
OKLAHOMA	1.3	0.7	0.7	0.8	0.7	7.8	10.4	10.8	11.2	10.3	54.7
IOWA	0.8	5.5	2.2	1.5	5.5	7.8	8.0	7.6	7.3	8.1	54.3
SOUTH CAROLINA	0.7	3.8	1.0	0.9	1.2	7.7	7.6	10.2	9.5	7.8	50.4
WEST VIRGINIA	1.2	0.5	0.5	9.1	4.0	5.8	5.6	4.2	4.3	4.3	39.5
MISSISSIPPI	0.6	0.6	0.6	0.8	5.5	6.8	6.4	6.3	4.8	5.7	38.1
NEBRASKA	0.5	0.5	0.5	1.3	0.5	6.3	7.0	6.8	6.0	7.7	37.1
ARKANSAS	0.7	0.5	0.6	0.7	5.6	3.6	7.5	4.5	3.8	6.0	33.5
NEW MEXICO	0.6	1.9	1.3	0.4	4.6	11.3	3.4	3.1	3.0	3.5	33.1
KANSAS	0.6	0.6	0.6	1.2	0.6	5.5	5.9	7.0	5.4	5.1	32.5
NEVADA	0.3	0.3	0.3	0.2	3.3	5.0	1.1	6.1	2.7	2.9	22.2
MAINE	1.6	3.4	0.7	1.4	4.7	1.7	3.0	1.9	1.6	2.0	22.0
DELAWARE	0.3	0.3	0.3	1.9	0.4	8.0	2.9	2.5	2.2	2.2	21.0
MONTANA	0.3	0.3	0.3	3.9	0.3	2.0	1.9	2.6	2.3	1.9	15.8
NEW HAMPSHIRE	0.3	0.3	0.3	0.3	0.3	3.3	2.4	1.7	3.3	2.0	14.2
IDAHO	0.3	0.3	0.3	0.3	0.3	1.4	3.3	2.1	1.8	1.9	12.0
NORTH DAKOTA	0.2	0.3	0.3	0.2	0.3	1.8	1.8	1.5	2.0	1.8	10.2
ALASKA	0.2	0.1	0.2	0.2	4.1	1.2	0.0	1.1	2.0	0.2	9.3
SOUTH DAKOTA	0.2	0.2	0.2	0.2	0.2	1.4	1.1	1.7	2.2	1.5	8.9
WYOMING	0.2	0.2	0.2	0.2	0.2	1.4	1.5	1.7	1.8	1.0	8.4
VERMONT	0.3	0.3	0.2	0.2	2.3	0.8	1.0	0.9	0.8	0.8	7.6
TOTAL	\$740.2	\$922.8	\$1,247.5	\$1,209.7	\$1,164.3	\$2,239.0	\$2,217.1	\$1,796.0	\$1,782.0	\$2,011.0	\$15,329.6

NOTES: DISCRETIONARY (TRUST FUNDS) INCLUDES SECTIONS 3, 8, 16 AND FAUS.

FORMULA (GENERAL FUNDS) INCLUDES SECTIONS 9, 18, RTAP AND INTERSTATE TRANSFER.

SECTION 9B FINANCED OUT OF THE TRUST FUNDS IS INCLUDED IN SECTION 9.

WITH THE EXCEPTION OF PUERTO RICO, OBLIGATIONS FOR U. S. TERRITORIES ARE NOT INCLUDED ON THIS TABLE.

DISTRICT OF COLUMBIA DOES NOT INCLUDE STARK-HARRIS.

OBLIGATIONS FOR CAPITAL AND URBANIZED AREA FORMULA PROGRAMS
FISCAL YEARS 1992 - 1996
BY STATE

In descending order by the total
funds obligated for the last five years

Millions of Dollars

STATE	CAPITAL OBLIGATIONS					TOTAL CAPITAL OBLIG.	OPERATING OBLIGATIONS					5 YEAR GRAND TOTAL
	FY 92	FY 93	FY 94	FY 95	FY 96		FY 92	FY 93	FY 94	FY 95	FY 96	
NEW YORK	\$240.9	\$267.1	\$363.4	\$319.1	\$363.7	\$3,350.6	\$122.6	\$126.6	\$120.3	\$109.2	\$56.3	\$3,885.6
CALIF.	207.8	318.1	553	532.2	212.2	2,773.8	107.8	110.0	102.6	120.6	40.5	3,255.3
NEW JERSEY	6.0	170.6	235.7	318.5	179.9	1,453.3	38.3	38.0	38.1	33.7	18.0	1,619.4
ILLINOIS	100.3	89.9	126.3	206.9	120.9	1,263.6	55.6	55.6	54.1	49.3	25.4	1,503.6
PENNA.	84.7	119.1	115.2	239.5	161.7	1,213.4	48.7	49.9	49.0	44.1	24.3	1,429.4
TEXAS	16.4	298.3	11.5	181.2	63.2	1,049.7	24.8	21.6	13.9	26.6	21.2	1,157.8
MASS.	26.3	38.0	150.3	101.6	68.7	758.0	27.9	27.9	28.6	26.5	15.0	883.9
FLORIDA	7.9	54.7	55.8	52.9	33.8	552.3	39.6	34.4	33.8	32.4	19.1	691.6
OREGON	21.7	75.7	96.9	109.2	135.3	554.0	6.4	6.5	6.5	5.9	2.4	581.7
OHIO	13.7	32.0	35.9	40.6	30.4	411.7	31.3	30.5	28.3	28.4	16.9	547.1
DIST. OF COLUM.	10.6	14.1	17.3	17.2	14.0	345.9	13.1	16.1	16.1	14.9	7.8	416.9
GEORGIA	64.8	27.4	18.2	38.7	60.3	359.7	16.0	12.2	7.4	12.7	6.9	411.9
MARYLAND	22.2	44.9	47.9	77.0	13.7	351.2	9.4	11.8	11.7	9.8	5.3	401.2
WASHINGTON	11.5	6.1	19.1	26.0	23.2	281.7	13.6	13.4	13.6	12.0	8.1	352.8
CONN.	31.4	17.0	35.3	33.5	33.4	206.0	29.6	31.1	31.7	28.0	15.7	342.1
MICHIGAN	9.7	12.1	25.9	19.5	21.6	201.8	15.9	17.0	16.9	14.3	8.1	274.0
MISSOURI	25.8	42.2	35.8	22.1	15.9	129.7	9.3	9.7	8.6	8.4	4.8	170.5
VIRGINIA	0.0	8.2	6.0	8.3	0.9	129.7	9.3	9.7	8.6	8.4	4.8	170.5
ARIZONA	3.0	11.2	1.5	12.5	0.4	140.9	1.6	11.0	1.6	10.3	2.9	168.3
WISCONSIN	0.0	14.6	5.0	17.5	5.8	114.0	12.7	11.7	12.3	11.4	6.2	168.3
INDIANA	6.0	9.2	9.5	12.3	11.7	94.0	10.9	15.8	15.4	17.8	10.4	164.3
LOUISIANA	13.2	2.3	12.0	15.0	10.6	105.2	12.1	10.4	10.5	9.9	6.5	154.6
COLORADO	1.2	12.4	3.1	0.8	2.8	147.7	9.2	9.8	9.6	8.5	4.8	135.1
HAWAII	20.9	2.0	0.0	0.2	0.7	118.7	3.6	3.4	3.5	3.1	1.8	134.1
TENNESSEE	0.0	14.6	8.9	26.9	0.0	83.0	8.3	8.0	8.8	8.4	4.5	131.0
MINNESOTA	0.0	9.6	0.0	8.8	0.0	87.1	8.8	8.9	8.9	7.8	4.5	126.0
PUERTO RICO	0.0	0.0	5.7	5.0	12.0	87.1	7.7	7.4	7.1	6.6	3.5	119.4
UTAH	1.1	17.7	0.0	16.9	11.4	99.7	4.5	3.4	5.0	3.5	1.8	117.9
NO. CAROL.	4.2	7.7	0.0	30.0	3.6	66.1	9.0	11.5	9.7	10.7	8.4	115.4
IOWA	8.5	1.0	11.0	21.1	7.0	61.3	4.1	4.1	4.1	3.9	2.6	80.3
KENTUCKY	3.8	0.0	4.3	2.4	0.0	45.8	6.8	6.5	6.8	6.1	3.5	75.5
NEVADA	0.0	0.0	0.0	10.5	16.9	35.5	2.5	0.8	2.4	3.3	0.4	68.8
ALABAMA	6.3	0.0	3.4	0.0	0.0	31.5	6.1	7.6	6.6	6.3	4.2	62.3
RHODE ISL.	0.0	3.3	3.4	3.7	4.4	37.3	4.6	4.7	4.6	4.0	2.2	57.4
MAINE	0.5	0.0	1.6	38.3	0.0	44.7	1.2	1.1	1.1	1.1	1.0	50.2
OKLAHOMA	0.6	0.0	0.0	7.0	0.0	22.4	4.3	4.3	3.9	1.4	3.8	44.3
SO. CAROLINA	0.0	0.0	6.9	0.0	0.0	22.4	4.3	4.1	4.1	3.8	0.8	39.5
KANSAS	0.0	3.3	0.0	10.9	0.6	23.0	3.1	3.0	3.3	2.9	1.6	36.9
NEW MEXICO	0.0	1.3	0.0	1.6	2.3	21.3	2.6	2.1	2.1	1.8	0.3	30.2
NEBRASKA	1.3	0.0	2.4	0.0	0.0	17.5	3.5	3.5	3.5	3.1	1.8	29.8
W. VIRGINIA	0.0	0.0	3.7	11.4	0.0	15.1	2.5	2.4	2.5	2.6	2.0	29.5
ARKANSAS	0.0	0.0	0.0	0.3	5.3	14.4	1.9	1.9	2.2	2.2	1.0	27.2
DELAWARE	0.0	0.0	0.0	6.4	1.3	13.3	0.7	1.5	0.8	0.7	0.4	23.4
ALASKA	0.0	0.0	0.0	0.0	0.0	13.3	0.7	1.5	0.8	0.7	0.4	17.4
MISSISSIPPI	0.0	0.2	0.0	0.8	0.0	6.6	1.5	2.5	2.9	0.2	2.2	15.9
IDAHO	0.0	0.0	0.0	0.0	0.0	6.6	1.2	1.3	1.2	1.1	0.6	14.0
VERMONT	0.2	0.0	0.0	3.0	0.4	10.2	0.4	0.3	0.4	0.3	0.2	11.8
MONTANA	1.1	0.0	0.0	0.0	0.0	4.6	1.3	1.7	0.5	2.2	0.9	11.2
NEW HAMPSH.	0.0	0.0	1.0	0.0	0.0	4.5	1.0	1.4	0.8	1.4	1.6	10.7
SO. DAKOTA	0.0	0.0	2.4	1.2	0.0	5.2	0.8	1.0	0.9	0.8	0.6	9.3
NO. DAKOTA	0.0	0.0	0.0	0.0	0.0	2.5	1.0	1.2	1.3	1.0	0.8	7.8
WYOMING	0.0	0.0	0.6	0.0	0.0	2.0	0.4	0.5	0.6	0.5	0.5	4.5
VIRGINIA ISL.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	\$973.6	\$1,745.9	\$1,547.2	\$2,608.5	\$1,690.5	\$15,114.5	\$768.1	\$785.1	\$741.3	\$731.5	\$396.1	\$18,536.6

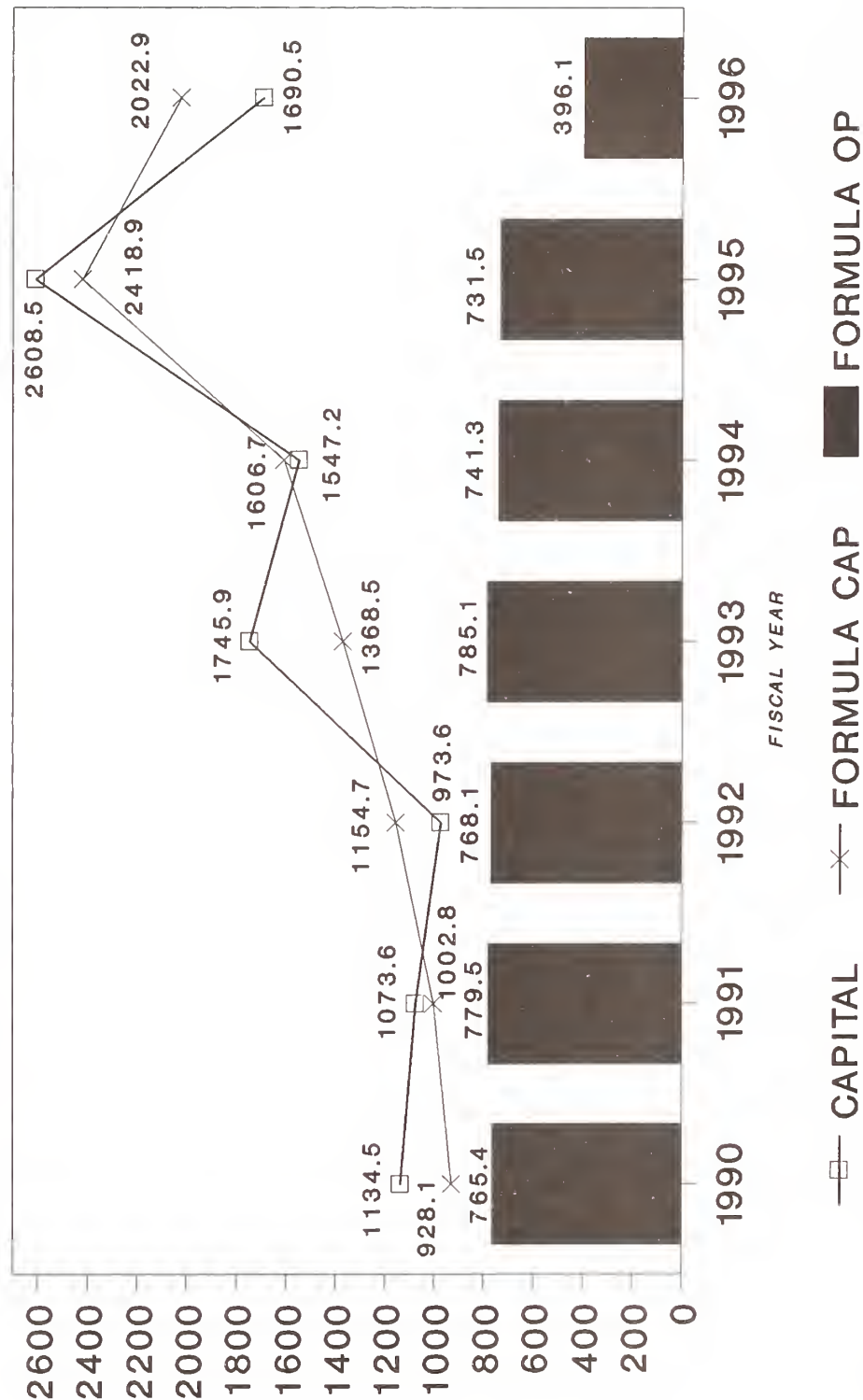
NOTE: URBANIZED AREA FORMULA PROGRAM CAPITAL OBLIGATIONS INCLUDE PLANNING.

TOTAL CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS

Figure 30

FISCAL YEARS 1990 - 1996

\$ MILLIONS



URBANIZED AREA FORMULA CAPITAL INCLUDES PLANNING

SECTION 5327(c)1 and 5327(c)3 Set-aside

Section 5327(c)1 of the Federal Transit Act authorizes the Secretary of Transportation to use up to one-half percent of the appropriations for the capital, urbanized area formula, nonurbanized area formula; the Washington Metro and Title 23 (Interstate Transfer); and up to three-fourths percent of the capital program to contract with any person to oversee the construction of any major project under such section of the Act. The Project Management Oversight Program (PMOP) provides for the monitoring of a major capital project's process to determine whether a project is on time, within budget, in conformance with design criteria, constructed to approved plans and specifications, and is efficiently and effectively implemented.

Section 5327(c)3 also permits the use of such funds to include safety, procurement, management and financial compliance reviews and audits. Out of the total \$23,387,714 obligated for Section 5327(c)3 activities in FY 1996, \$17,019,286 was obligated for PMOP, \$2,371,000 for safety, and \$2,701,678 for financial management oversight.

TABLE 31

**DISTRIBUTION OF OBLIGATIONS FOR 5327(c)1 - PROGRAM MANAGEMENT OVERSIGHT (PMO)
BY FISCAL YEAR AND PROGRAM**

FISCAL YEAR	PLANNING (FORMERLY SECTION 8)	CAPITAL (FORMERLY SECTION 3)	URB. AREA FORMULA (FORMERLY SECTION 9)	WASH. DC. METRO RAIL	INTERSTATE SUBSTITUTE	TOTAL
1984	\$384,547	\$0	\$0	\$0	\$0	\$384,547
1985	1,940,135	0	0	0	0	1,940,135
1986	1,995,508	3,810,000	2,570,000	1,086,195	957,000	10,418,703
1987	0	4,553,350	9,193,749	986,507	294,490	15,028,096
1988	0	2,800,496	3,208,412	0	37,265	6,046,173
1989	0	5,076,559	645,270	1,698,933	169,942	7,590,704
1990	0	5,417,453	2,260,119	0	1,110,053	8,787,625
1991	0	6,345,602	3,475,750	0	645,596	10,466,948
1992	0	2,972,507	3,954,700	0	789,621	7,716,828
1993	0	5,482,312	5,616,458	1,928,880	834,219	13,861,869
1994	0	24,638,371	757,282	0	801,467	26,197,120
1995	0	5,878,699	3,239,816	179,161	192,585	9,490,261
1996	0	15,619,413	1,399,873	0	0	17,019,286

**13 - YEAR
TOTAL**

\$4,320,190 \$82,594,762 \$36,321,429 \$5,879,676 \$5,832,238 \$134,948,295

TABLE 32

**CAPITAL AND URBANIZED AREA FORMULA PROGRAMS
FOR FIXED GUIDEWAY MOD
OBLIGATIONS FOR FISCAL YEARS 1992 - 1996**

Millions of Dollars

UZA (GRANTEE)	FY 92			FY 93			FY 94			FY 95			FY 96		
	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL
BOSTON, MA	\$0.0	\$35.1	\$35.1	\$0.0	\$37.8	\$37.8	\$140.4	\$48.0	\$188.4	\$50.4	\$45.3	\$95.7	\$46.8	\$48.2	\$95.0
NEW YORK	209.8	266.8	476.6	236.6	233.0	469.6	265.0	237.8	502.8	251.0	299.5	550.5	226.8	271.7	498.5
NE NEW JERSEY	0.0	34.3	34.3	100.6	50.6	151.2	72.0	24.2	96.2	97.8	84.8	182.6	62.0	37.4	99.4
SW CONNECTICUT	28.1	0.0	28.1	17.0	0.0	17.0	35.3	0.0	35.3	33.5	0.0	33.5	32.9	0.0	32.9
PHILADELPHIA, PA	53.0	18.9	71.9	66.1	16.4	82.5	76.0	21.1	97.1	74.7	107.5	182.2	66.4	34.9	101.3
PITTSBURGH, PA	5.0	0.1	5.1	18.8	0.0	18.8	14.8	0.0	14.8	30.3	1.3	31.6	14.5	1.6	16.1
CHICAGO, IL	87.0	63.4	150.4	94.9	29.8	124.7	107.0	84.1	191.1	101.6	103.7	205.3	87.8	110.0	197.8
CLEVELAND, OH	9.9	8.8	18.7	10.3	0.0	10.3	10.8	0.0	10.8	10.5	0.0	10.5	10.2	0.8	11.0
SAN FRANCISCO, CA	30.7	2.5	33.2	66.6	9.7	76.3	33.7	41.2	74.9	60.9	64.5	125.4	22.8	75.9	98.7
OTHERS	25.8	50.1	75.9	55.0	49.7	104.7	54.8	124.4	179.2	82.3	105.4	187.7	62.6	167.5	230.1
GRAND TOTALS:	\$449.3	\$480.0	\$929.3	\$665.9	\$427.1	\$1,093.0	\$809.8	\$580.8	\$1,390.6	\$793.0	\$812.0	\$1,605.0	\$632.8	\$748.0	\$1,380.8

CAPITAL AND URBANIZED AREA FORMULA FUNDS OBLIGATED FIXED GUIDEWAY MODERNIZATION

Figure 32

FISCAL YEARS 1989 - 1996

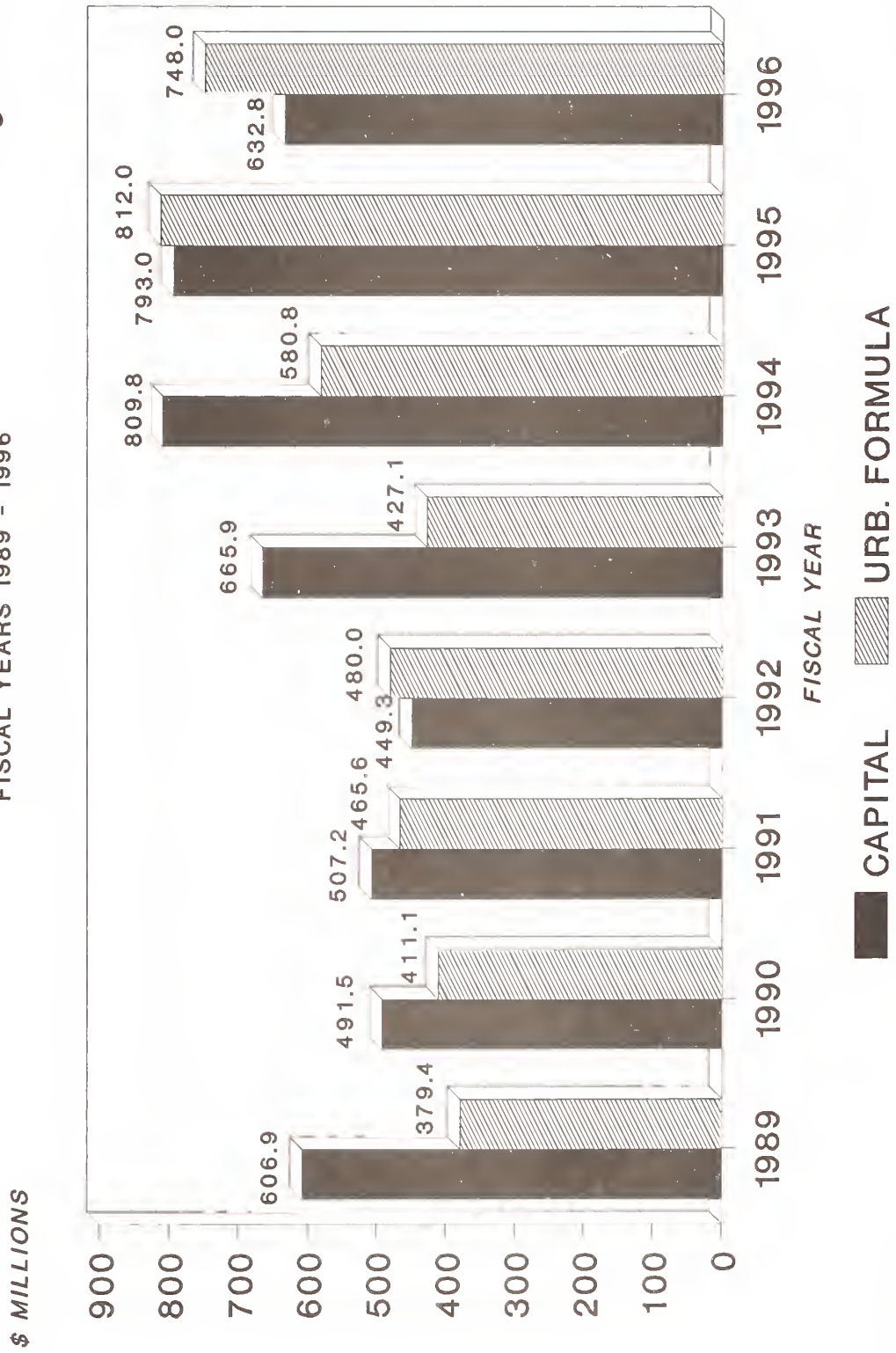


TABLE 33

OBLIGATION PERCENTAGES FOR FIXED GUIDEWAY MODERNIZATION
CAPITAL AND URBANIZED AREA FORMULA
FISCAL YEARS 1992 - 1996

UZA (GRANTEE)	FY 92			FY 93			FY 94			FY 95			FY 96		
	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL	CAP.	URB. AREA FORM.	TOTAL
BOSTON, MA	0%	7%	4%	0%	9%	3%	17%	8%	14%	6%	6%	6%	7%	6%	7%
NEW YORK	47%	56%	51%	36%	55%	43%	33%	41%	36%	32%	37%	34%	36%	36%	36%
NE NEW JERSEY	0%	7%	4%	15%	12%	14%	9%	4%	7%	12%	10%	11%	10%	5%	7%
SW CONNECTICUT	6%	0%	3%	3%	0%	2%	4%	0%	3%	4%	0%	2%	5%	0%	2%
PHILADELPHIA, PA	12%	4%	8%	10%	4%	8%	9%	4%	7%	9%	13%	11%	10%	5%	7%
PITTSBURGH, PA	1%	0%	1%	3%	0%	2%	2%	0%	1%	4%	0%	2%	2%	0%	1%
CHICAGO, IL	19%	13%	16%	14%	7%	11%	13%	14%	14%	13%	13%	13%	14%	15%	14%
CLEVELAND, OH	2%	2%	2%	2%	0%	1%	1%	0%	1%	1%	0%	1%	2%	0%	1%
SAN FRANCISCO, CA	7%	1%	4%	10%	2%	7%	4%	7%	5%	8%	8%	8%	4%	10%	7%
OTHERS	6%	10%	8%	8%	12%	10%	7%	21%	13%	10%	13%	12%	10%	22%	17%
GRAND TOTALS:	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

TABLE 34

**CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1992 - 1996**

URBANIZED AREA	CAPITAL PROGRAM				FY 96	URBANIZED AREA FORMULA PROGRAM				5-YR TOTAL	
	FY 92	FY 93	FY 94	FY 95		FY 92	FY 93	FY 94	FY 95		FY 96
Reg. 1 BOSTON, MA	\$0	\$0	\$140,412,164	\$50,407,748	\$46,806,424	\$35,055,036	\$37,795,148	\$47,990,000	\$45,310,000	\$48,175,172	\$451,951,692
Reg. 2 NEW YORK, NY	209,835,980	236,644,258	264,999,068	251,026,652	226,842,214	266,847,248	232,966,874	237,850,492	299,503,812	271,720,179	2,498,236,777
NORTHEASTERN NJ	0	100,619,925	71,995,763	97,760,216	62,010,064	34,272,000	50,586,868	24,192,388	84,777,388	37,437,428	563,652,040
SW CONNECTICUT	28,145,360	16,960,000	35,258,228	33,475,000	32,924,800	0	0	0	0	0	146,763,388
SO. NEW JERSEY	0	6,000,000	6,000,000	6,888,838	4,663,104	0	0	0	19,283,116	10,076,971	52,912,029
Reg. 3 BALTIMORE, MD	8,735,676	13,042,932	14,505,612	16,608,388	12,788,262	6,380,000	2,067,544	8,122,120	10,450,800	25,426,353	118,127,687
NORFOLK, VA	0	0	0	0	846,373	0	0	400,000	0	520,000	1,766,373
PHILADELPHIA, PA	53,005,000	66,115,876	70,036,342	74,748,144	61,729,478	18,932,899	16,382,781	21,067,821	88,231,015	24,770,011	495,019,367
PITTSBURGH, PA	5,000,000	18,831,760	14,845,572	30,322,112	14,520,304	120,000	0	0	1,340,000	1,553,600	86,533,348
WASHINGTON, DC	5,679,000	14,110,772	17,289,510	17,216,919	13,984,659	25,123,458	8,613,304	40,967,328	46,829,600	32,271,923	222,086,473
WASHINGTON, MD-VA	0	0	0	0	0	0	11,121,000	8,508,000	16,080,500	12,580,000	48,289,500
Reg. 4 ATLANTA, GA	2,555,028	5,955,024	6,716,788	7,749,163	0	6,891,200	9,145,600	11,800,116	10,855,200	13,137,836	74,805,955
FT. LAUDERDALE, FL	0	0	750,000	0	1,966,094	416,080	0	1,003,286	1,003,286	3,306,867	8,445,613
MIAMI-HIALEAH, FL	5,475,000	4,716,628	3,667,492	3,292,332	2,168,308	6,329,680	1,977,669	4,424,684	3,990,812	9,246,579	45,289,184
SAN JUAN, PR	0	0	0	0	2,125,828	0	0	0	0	0	2,125,828
TPMA-ST PETE-CLRW,FL	0	0	0	0	1,400,000	0	0	0	0	0	1,400,000
Reg. 5 CHICAGO, IL	80,917,948	89,867,763	99,742,083	94,798,410	87,834,802	62,832,079	28,466,537	82,776,198	103,694,802	109,980,237	840,910,859
NORTHWESTERN, IN	6,049,001	5,040,000	7,216,800	6,816,462	5,882,400	544,217	1,368,000	1,296,000	0	0	34,212,880
CINCINNATI, OH-KY	0	0	0	0	0	0	1,600,000	0	0	0	1,600,000
CLEVELAND, OH	9,901,633	10,288,387	10,825,336	10,537,228	10,195,655	8,843,200	0	0	0	800,119	61,391,558
DETROIT, MI	0	0	0	0	420,761	0	0	0	0	0	420,761
Reg. 6 DALLAS, TX	0	0	0	0	946,000	0	0	18,002,400	0	10,000,000	28,948,400
HOUSTON, TX	0	0	0	3,854,836	0	0	0	0	0	0	3,854,836
NEW ORLEANS, LA	0	2,354,728	0	2,943,618	4,690,547	0	0	42,701	64,000	0	10,095,594
Reg. 7 ST. LOUIS, MO	0	2,000,000	0	0	0	0	0	0	640,000	2,516,012	5,156,012
Reg. 8 DENVER, CO	0	0	0	787,280	348,696	0	0	0	0	499,200	1,635,176
PHOENIX, AZ	0	0	0	1,233,276	430,648	0	0	0	0	0	1,663,924
Reg. 9 LOS ANGELES, CA	0	0	0	7,483,000	0	0	0	0	0	0	7,483,000
SACRAMENTO, CA	0	0	0	1,208,000	1,767,500	1,200,000	1,267,733	13,617,040	4,232,760	2,230,000	25,523,033
SAN DIEGO, CA	1,057,764	2,700,190	3,062,334	2,205,600	1,595,000	3,480,956	660,000	0	1,648,800	5,521,800	21,932,444
SAN FRANCISCO-OAKLA, CA	30,679,911	66,638,661	33,733,802	60,915,418	22,765,057	2,463,120	9,726,000	41,203,606	64,534,545	75,859,311	408,519,431
SAN JOSE, CA	0	0	0	0	2,793,432	0	0	400,000	9,445,425	5,390,562	18,029,419
Reg. 10 PORTLAND, OR	0	1,683,358	1,190,073	894,947	817,199	0	240,654	0	96,672	2,349,500	7,272,403
SEATTLE-EVERETT, WA	2,279,996	0	4,848,151	9,817,000	7,527,000	299,301	0	0	0	0	24,771,448
TOTAL	\$449,317,297	\$663,570,262	\$807,095,118	\$792,990,587	\$632,790,609	\$480,030,474	\$413,985,712	\$563,664,180	\$812,012,533	\$705,369,660	\$6,320,826,432

TABLE 35

DISCRETIONARY FUNDS OBLIGATED FOR RAIL MODERNIZATION

FISCAL YEARS 1971 - 1983

Millions of Dollars

URBANIZED AREA	FY 71	FY 72	FY 73	FY 74	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
BALTIMORE	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12.0	\$0.0	\$1.4	\$0.8	\$0.5	\$6.2
BOSTON	20.7	35.6	100.6	20.6	37.5	48.8	43.1	51.0	41.5	52.3	65.0	63.0	69.3
CHICAGO	5.2	66.1	51.5	53.6	95.5	73.8	125.4	118.0	105.0	120.0	130.0	133.4	116.2
NORTHWESTERN, IN.	0	0	0	0	0	0	0	0	0.7	15.0	20.0	18.3	0
CLEVELAND	0	0	0	0.3	0	1.2	42.9	27.0	43.0	33.0	45.0	18.0	9.9
NEW ORLEANS	0	0	0	0	0	0	0	0	0	0	0.5	0	0
NEW YORK	49.2	88.4	194.1	147.6	252.8	263.5	245.4	222.0	190.6	232.0	285.0	252.5	283.0
NORTHEAST NJ	16.9	8.5	0	3.3	76.5	39.1	45.1	50.0	97.0	110.0	116.5	95.8	82.0
PHILADELPHIA	5.1	25.4	42.4	39.6	50.8	49.4	1.0	85.0	92.6	75.0	90.5	94.4	105.1
SOUTH NEW JERSEY	0	0	0	0	0	0	0	0	5.4	1.4	0.6	5.2	24.1
PITTSBURGH	0	0	0	0	0	0	20.1	32.0	28.6	66.9	92.8	81.5	50.0
SAN FRANCISCO	17.3	19.8	19.8	5.6	15.1	17.3	16.4	24.0	17.4	30.0	54.4	62.1	70.9
SW CONNECTICUT	5.9	15.1	13.4	49.6	0	18.2	0	0	20.0	20.0	20.0	18.0	21.6
OTHER	0	0	0	0	0	1.6	0	0	0.2	3.0	4.5	6.2	31.7
TOTAL	\$120.3	\$258.9	\$421.8	\$320.2	\$528.2	\$512.9	\$539.4	\$621.0	\$642.0	\$760.0	\$925.6	\$848.9	\$870.0

TABLE 36
CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR BUSES

BY POPULATION GROUP
FISCAL YEARS 1993 - 1996

CAPITAL PROGRAM

URBANIZED AREA FORMULA PROGRAM

URBANIZED AREA	FY 1993		FY 1994		FY 1995		FY 1996		FY 1993		FY 1994		FY 1995		FY 1996		TOTAL AMOUNT	TOTAL NO. OF BUSES	
	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT			
OVER 1 MILLION POPULATION																			
Reg 1 BOSTON, MA	0	\$0	0	\$0	0	\$0	0	\$0	0	0	250	\$42,927,920	151	\$30,310,836	8	\$1,051,344	\$74,290,100	409	
Reg 2 NEW YORK, NY	23	7,729,004	51	12,804,684	61	5,746,720	9	2,308,000	78	12,251,937	145	26,248,956	89	12,431,254	55	8,968,000	88,488,555	511	
NORTHEASTERN NJ	106	22,500,000	0	0	67	13,630,000	0	0	30	1,600,000	0	0	176	27,565,610	71	19,100,000	84,395,610	450	
Reg 3 BALTIMORE, MD	75	17,457,351	0	0	27	5,969,966	0	0	0	0	0	0	3	265,600	3	5,600	23,698,517	108	
NFLK-VA. BCH-NWPT, VA	0	0	0	0	0	0	0	0	38	6,445,000	35	4,896,280	11	1,148,000	35	2,134,000	14,623,280	119	
PHILADELPHIA, PA	0	0	0	0	48	6,000,000	67	8,932,500	0	0	100	20,800,000	165	33,634,378	140	5,336,121	74,702,999	520	
PITTSBURGH, PA	0	0	0	0	0	0	0	0	15	620,000	35	4,689,860	19	3,088,712	5	486,800	8,885,372	74	
WASHINGTON, DC	0	0	0	0	0	0	0	0	100	16,557,100	110	22,253,735	30	4,340,800	270	45,215,938	88,367,573	510	
WASH., MD-VA	0	0	0	0	0	0	0	0	5	913,400	20	800,000	0	0	0	0	1,713,400	25	
Reg 4 ATLANTA, GA	0	0	56	10,000,000	20	4,000,000	0	0	78	10,289,937	23	4,144,000	45	4,013,600	48	684,832	33,132,369	270	
FT LD-HLYWD-POMP, FL	0	0	0	0	0	0	0	0	16	1,864,000	19	3,120,000	25	4,482,000	35	6,726,900	16,192,900	95	
MIAMI, FL	46	10,008,766	11	3,000,000	7	2,000,000	48	8,149,048	31	4,228,400	55	4,376,800	42	6,257,208	1	31,200	38,051,422	241	
SAN JUAN, PR	0	0	40	5,722,912	0	0	0	0	0	0	4	400,000	12	532,000	47	9,025,952	15,680,864	103	
TMPSA-ST PETE-CLR, FL	0	0	0	0	0	0	0	0	39	5,881,600	35	2,493,900	69	10,870,000	19	3,811,000	23,066,500	162	
Reg 5 CHICAGO, IL	0	0	26	4,800,000	0	0	7	1,475,600	657	66,688,163	244	27,062,129	117	4,965,054	162	7,322,200	112,313,146	1,213	
NORTHWESTERN, IN	3	558,600	17	612,667	0	0	0	0	5	531,200	31	1,599,459	42	2,517,566	32	435,201	6,254,693	130	
CINCINNATI, OH-KY	33	626,500	0	0	41	7,833,947	25	4,116,869	9	1,213,738	54	8,124,000	91	13,744,695	62	1,520,500	37,180,249	315	
CLEVELAND, OH	0	0	0	0	0	0	6	1,379,587	33	2,388,579	51	7,431,543	96	17,204,000	21	1,614,408	30,018,117	207	
DETROIT, MI	17	2,415,850	81	10,329,889	41	4,214,256	0	0	22	3,458,864	103	12,870,000	97	13,083,014	143	12,549,960	58,921,833	504	
MILWAUKEE, WI	0	0	0	0	20	3,000,000	51	5,612,066	52	7,852,600	35	6,100,000	35	6,336,204	0	0	28,900,870	193	
MINNEAP-ST PAUL, MN	18	6,500,000	41	7,000,000	22	6,000,000	0	0	28	7,186,767	51	9,426,673	89	16,433,171	0	0	52,546,611	249	
DALLAS-FORT. WOR., TX	0	0	0	0	0	0	0	0	172	12,000,004	171	25,346,800	105	20,310,400	113	22,999,641	80,656,845	561	
HOUSTON, TX	40	4,000,000	0	0	0	0	0	0	65	18,769,434	124	14,745,691	228	42,645,349	65	14,137,120	94,297,584	522	
NEW ORLEANS	0	0	40	10,000,000	46	8,280,000	20	5,616,000	0	0	36	5,368,500	50	6,946,604	39	3,165,000	39,376,104	231	
SAN ANTONIO, TX	0	0	0	0	0	0	0	0	67	2,637,775	0	0	84	12,716,276	0	0	15,354,051	151	
Reg 7 KANSAS CITY, MO-KS	0	0	88	12,588,000	0	0	15	768,000	0	0	2	367,984	24	2,785,220	48	1,096,000	17,605,204	177	
ST. LOUIS, MO-IL	0	0	54	2,036,400	13	3,205,889	13	3,435,370	26	1,894,024	43	6,694,804	58	7,068,695	108	11,460,774	35,795,956	315	
DENVER, CO	69	11,284,824	0	0	0	0	0	0	27	5,450,810	21	1,677,600	108	11,464,467	48	7,438,248	37,315,949	273	
PHOENIX, AZ	0	0	0	0	31	6,500,000	0	0	153	16,226,430	22	3,924,800	107	19,228,831	66	7,849,400	53,729,461	379	
Reg 9 LOS ANGEL-LONG BE. C	0	0	0	0	5	1,000,000	0	0	381	82,021,200	97	14,058,600	162	33,965,469	155	20,444,177	151,489,446	800	
RIVERS-SAN BERN., CA	0	0	0	0	0	0	0	0	17	1,456,800	22	2,352,769	37	6,982,299	5	889,384	11,681,252	81	
SACRAMENTO, CA	6	1,061,175	0	0	40	10,700,000	0	0	23	5,131,409	10	2,310,400	11	1,637,094	10	755,833	21,595,911	100	
SAN DIEGO, CA	0	0	0	0	0	0	0	0	0	0	0	19	4,985,253	21	4,966,329	167	9,268,320	19,219,902	207
S. FRANCISCO-OAKL., CA	32	14,357,287	6	267,000	11	1,920,712	64	7,088,361	81	17,679,146	98	22,036,943	245	39,181,668	229	54,301,442	156,832,559	766	
SAN JOSE, CA	0	0	0	0	25	1,334,500	0	0	55	8,675,732	45	9,718,650	41	8,957,488	46	10,000,452	38,686,822	212	
Reg 10 PORTLAND, OR-WA (OR)	0	0	16	2,500,000	0	0	2	248,125	21	3,748,711	32	4,192,917	20	1,248,017	47	10,231,868	22,169,638	138	
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	0	23	3,092,630	18	3,937,632	0	0	17	1,094,460	8,124,722	58	
SEATTLE-EVERETT, WA	0	0	0	0	34	7,700,000	0	0	134	30,871,078	141	29,550,308	38	2,153,201	216	37,114,076	107,388,663	563	
SUB - TOTAL	468	\$98,499,357	527	\$81,661,552	559	\$99,035,990	327	\$49,129,526	2,481	\$359,626,468	2,301	\$361,034,906	2,743	\$435,481,109	2,536	\$338,266,151	\$1,822,735,059	11,942	
200,000-1 MILLION POP.	231	\$46,575,628	329	\$60,646,158	280	\$50,882,116	193	\$35,495,094	1,137	\$133,019,566	1,201	\$137,617,384	1,399	\$160,974,797	1,065	\$115,507,745	\$740,518,488	5,835	
50,000-200,000 POP.	178	\$24,544,562	262	\$32,580,784	286	\$35,791,111	89	\$13,838,234	378	\$9,434,788	537	\$8,335,835	683	\$61,993,052	562	\$39,485,277	\$295,903,643	2,975	
NON-URBAN POP.	290	\$21,431,600	372	\$16,716,875	407	\$32,428,677	312	\$22,211,414	0	0	0	0	0	0	0	0	\$92,788,566	1,381	
GRAND TOTAL	1,167	\$191,051,147	1,490	\$191,605,369	1,532	\$217,937,894	921	\$120,674,268	3,996	\$532,080,822	4,039	\$546,988,125	4,825	\$658,348,958	4,163	\$493,259,173	\$2,951,945,756	22,133	

NOTES: BUFFALO IS NOT INCLUDED ON THIS CHART. BECAUSE OF THE 1990 CENSUS, BUFFALO WAS MOVED TO ANOTHER POPULATION GROUP.
HOUSTON FY 1993 CAPITAL OBLIGATIONS ARE ALSO INCLUDED IN FY 1993 CAPITAL NEW SYSTEMS OBLIGATIONS

CAPITAL AND URBANIZED AREA FORMULA FUNDS OBLIGATED
FOR BUSES

Figure 36

FISCAL YEARS 1990 - 1996

\$ MILLIONS

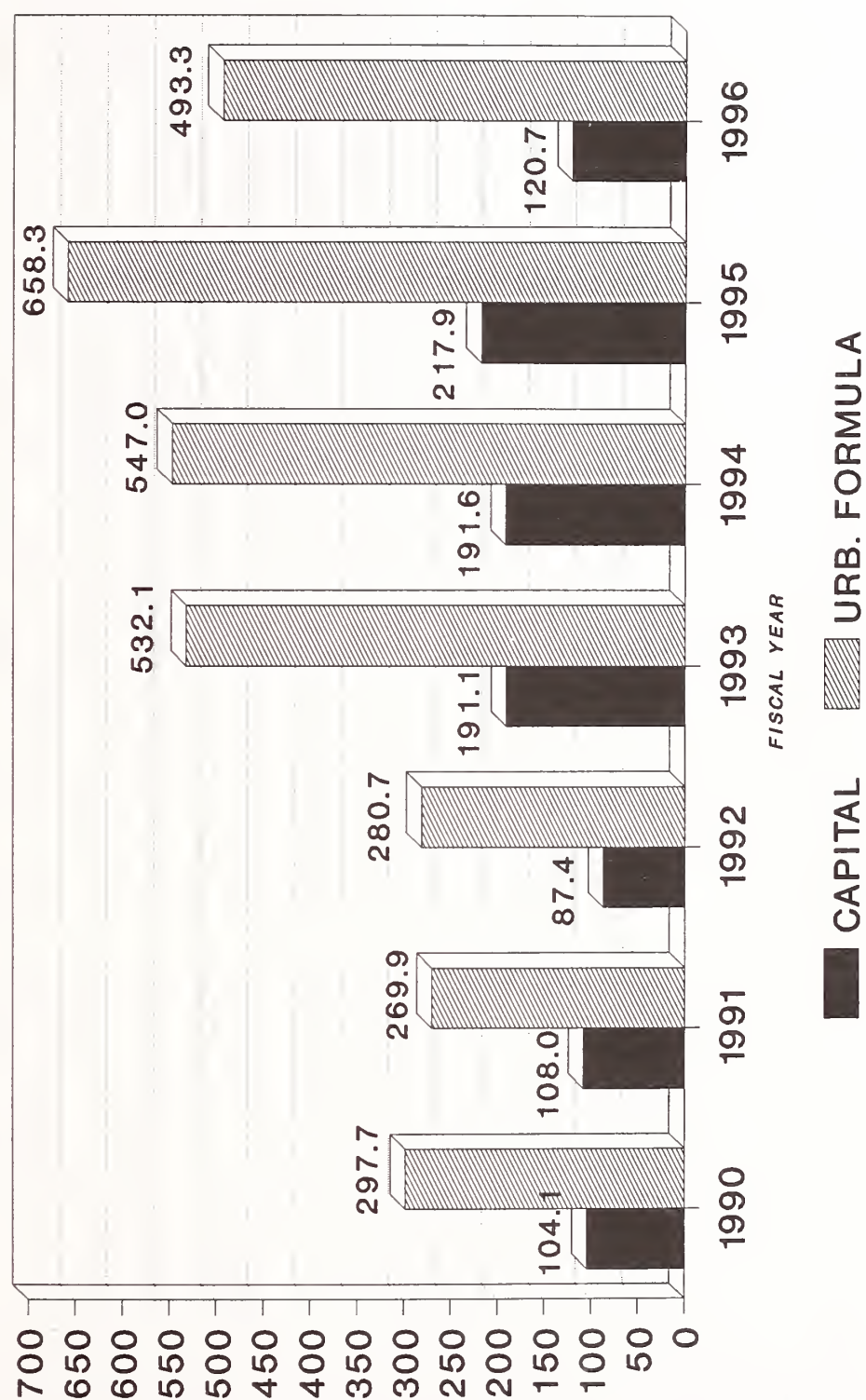


TABLE 37

**CAPITAL AND FOR URBANIZED AREA FORMULA OBLIGATIONS FOR BUS OTHER
BY POPULATION GROUP
FISCAL YEARS 1992 - 1996**

URBANIZED AREA	CAPITAL PROGRAM					URBANIZED AREA FORMULA PROGRAM					GRAND TOTAL
	FY 92	FY 93	FY 94	FY 95	FY 96	FY 92	FY 93	FY 94	FY 95	FY 96	
Region 1 OVER 1 MILLION POPULATION											
BOSTON, MA	\$10,000,000	0	\$0	\$0	\$0	\$24,022,000	\$30,000	\$265,920	\$93,000	\$80,948	\$35,007,868
Region 2 NEW YORK, NY	0	0	0	2,240,000	3,654,500	14,312,150	9,649,032	28,430,676	8,602,312	41,225,590	108,114,260
NORTHEASTERN NJ	1,046,792	0	1,670,000	0	0	25,785,256	13,574,800	10,542,366	11,451,900	17,132,875	81,203,989
Region 3 BALTIMORE, MD	0	0	0	1,814,906	0	3,619,600	144,000	1,380,380	1,637,600	3,988,800	12,585,286
NORFOLK-VA BCH-NEWP NEWS, VA	0	0	0	0	0	2,320,800	215,600	1,670,196	1,640,500	1,156,000	7,003,096
PHILADELPHIA, PA-NJ	0	0	10,348,000	3,000,000	100,000	4,587,508	8,152,292	14,351,406	7,756,576	19,144,638	76,548,420
PITTSBURGH, PA	0	0	0	53,328,901	14,002,545	11,252,296	9,640,424	10,181,376	6,786,484	12,440,281	125,279,955
WASHINGTON, DC-MD-VA (DC)	4,900,000	0	0	8,300,000	0	2,586,188	2,049,216	249,600	7,764,640	2,623,406	36,553,050
WASHINGTON, DC-MD-VA (MD-VA)	0	0	0	0	136,364	0	6,600	0	0	1,000,000	1,142,964
Region 4 ATLANTA, GA	0	2,526,880	1,500,000	15,859,185	0	4,979,132	2,987,808	5,753,700	5,027,528	13,224,576	51,858,809
FORT LAUDERDALE, FL	0	0	0	0	0	1,456,480	1,436,544	1,640,000	1,961,600	5,248,000	11,742,624
MIAMI, FL	0	0	0	3,220,000	1,775,952	3,864,720	5,464,192	8,944,400	11,377,942	15,323,172	49,970,378
SAN JUAN, PR	0	0	0	0	2,500,000	1,892,400	2,697,600	1,469,756	1,832,240	2,764,600	13,156,596
TAMPA-ST. PETE-CLEARWAT, FL	0	0	0	0	0	3,388,864	748,608	7,288,056	2,860,990	4,677,765	18,964,283
Region 5 CHICAGO, IL	674,800	0	434,070	2,800,000	6,131,912	5,099,825	9,097,825	15,433,132	14,530,709	14,672,424	66,874,697
NORTHWESTERN, IN	0	0	0	0	0	43,608	363,583	136,000	720,995	167,303	1,431,489
CINCINNATI, OH	0	0	0	0	22,498	4,308,000	4,128,279	4,842,210	3,773,621	4,535,346	21,609,954
CLEVELAND, OH	0	0	0	4,200,000	7,539	1,316,380	10,657,584	3,110,640	16,782,862	10,311,595	46,386,600
DETROIT, MI	0	0	610,200	5,000,000	9,000,000	3,397,600	0	2,724,650	4,980,242	4,731,814	30,444,506
MILWAUKEE, WI	0	0	0	0	183,694	6,645,445	3,859,937	2,670,558	2,514,415	3,932,640	19,806,689
MINNEAPOLIS-ST. PAUL, MN	0	0	0	0	0	7,544,506	3,286,667	0	328,000	0	12,339,173
DALLAS-FORT WORTH, TX	0	0	0	10,596,253	0	2,314,260	13,725,540	4,781,600	7,725,540	6,657,672	46,904,925
FORT WORTH, TX	0	0	0	4,545,600	0	0	0	0	0	0	4,545,600
HOUSTON, TX*	0	116,187,500	0	0	0	26,284,511	3,370,751	715,048	8,215,476	1,681,044	156,454,330
NEW ORLEANS, LA	0	0	0	0	339,000	4,055,384	933,480	3,860,471	2,915,520	2,256,580	14,360,435
SAN ANTONIO, TX	0	0	0	0	0	10,209,884	4,833,917	6,042,879	6,679,295	7,377,815	35,143,790
Region 7 KANSAS CITY, MO-KS	0	0	312,261	0	14,100	296,705	239,319	1,054,424	3,277,966	2,040,726	7,235,501
ST. LOUIS, MO-IL	0	0	0	1,214,800	38,380	690,181	228,930	402,515	1,859,952	5,813,125	10,247,883
DENVER, CO	0	0	0	0	0	3,593,589	806,890	2,067,784	6,565,789	3,663,976	16,698,028
PHOENIX, AZ	0	0	0	0	0	9,517,190	1,141,180	15,765,796	8,354,276	34,778,442	299,183,259
Region 9 LOS ANGELES-LONG BEACH, CA	0	0	12,203,694	15,000,000	8,869,328	13,011,634	31,929,740	16,268,508	171,311,666	30,588,689	2,429,568
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	98,864	492,988	1,532,276	305,440	2,429,568
SACRAMENTO, CA	0	1,120,000	0	0	0	1,200,000	3,788,536	900,000	5,329,872	3,253,614	15,592,022
SAN DIEGO, CA	0	0	0	0	288,000	5,298,082	6,753,080	4,774,000	7,998,928	3,655,500	28,767,590
SAN FRANCISCO-OAKLAND, CA	0	12,600,000	0	1,630,100	1,705,669	9,695,332	15,904,880	1,079,793	16,447,830	11,306,071	70,369,675
SAN JOSE, CA	0	0	0	1,050,000	0	0	3,600,000	0	15,311,471	1,665,603	21,627,074
Region 10 PORTLAND, OR-WA (OR)	5,811,736	0	0	0	0	0	5,105,921	24,158	0	3,188,838	14,130,653
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	1,734,600	48,000	0	3,400,000	5,182,600
SEATTLE-EVERETT, WA	0	0	0	0	5,791,368	10,134,554	3,810,000	1,667,000	2,163,400	8,894,172	32,450,494
SUB-TOTAL	\$22,433,328	\$159,907,628	\$27,594,225	\$133,799,745	\$54,560,849	\$219,206,874	\$194,218,689	\$166,405,370	\$385,524,933	\$282,474,914	\$1,646,126,555
OTHER POPULATION GROUPS											
200,000-1,000,000	\$9,154,300	\$21,909,577	\$13,470,428	\$61,803,212	\$15,724,220	\$38,333,077	\$62,024,468	\$75,982,513	\$78,215,284	\$102,696,619	\$479,313,698
50,000-200,000	12,268,651	4,870,859	20,334,566	43,277,693	8,461,544	17,285,367	16,288,290	19,655,219	35,510,293	41,107,092	219,059,574
NON-URBAN	1,024,411	8,333,431	9,738,916	14,622,867	6,576,718	0	0	0	0	0	40,296,343
GRAND TOTAL	\$44,880,690	\$195,021,495	\$71,138,135	\$253,503,517	\$85,323,331	\$274,825,318	\$272,531,447	\$262,043,102	\$499,250,510	\$426,278,625	\$2,384,796,170

NOTE: BUS OTHER INCLUDES BUS REHAB AND LEASING, PARK AND RIDE FACILITIES, WAITING FACILITIES AND TERMINALS, PARKING LOTS FOR VEHICLES, BUS PASSENGER SHELTERS, TRANSIT MALLS AND CENTERS, TRANSFER FACILITIES AND OTHER MISCELLANEOUS EXPENDITURES.
HOUSTON FY 1993 CAPITAL OBLIGATIONS ARE ALSO INCLUDED IN FY 1993 CAPITAL NEW SYSTEMS OBLIGATIONS.

TABLE 38

**CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR BUS FACILITIES
BY POPULATION GROUP
FISCAL YEARS 1992 - 1996**

URBANIZED AREA	CAPITAL PROGRAM					URBANIZED AREA FORMULA PROGRAM					TOTAL
	FY 92	FY 93	FY 94	FY 95	FY 96	FY 92	FY 93	FY 94	FY 95	FY 96	
OVER 1 MILLION POPULATION											
Region 1 BOSTON, MA	\$69,324	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$99,324
Region 2 NEW YORK, NY	8,000,000	6,508,636	9,491,364	1,553,280	875,850	1,440,000	10,000	40,915,824	42,280,000	62,277,446	173,352,400
NORTHEASTERN NJ	4,953,208	3,254,318	0	0	12,406,250	5,289,976	9,300,000	30,100,000	26,451,055	9,000,000	100,754,807
Region 3 BALTIMORE, MD	0	1,191,405	0	1,085,128	0	3,355,376	4,767,324	2,396,504	4,372,000	255,000	17,422,737
NORFOLK-VA BCH-NEWP NEWS, VA	0	0	0	0	0	280,000	144,000	0	16,000	600,000	1,040,000
PHILADELPHIA, PA-NJ	0	0	9,000,000	7,500,000	11,929,311	13,263,000	5,985,867	8,504,138	7,876,250	0	64,058,566
PITTSBURGH, PA	9,000,000	0	0	0	0	2,400,000	109,400	265,600	8,278,416	961,760	21,015,176
WASHINGTON, DC-MD-VA	0	0	0	0	1,363,636	5,341,354	532,480	3,144,960	1,021,739	352,594	11,756,763
Region 4 ATLANTA, GA	0	0	0	0	0	0	0	1,040,000	4,410,400	1,276,000	6,726,400
FORT LAUDERDALE, FL	0	1,635,667	0	0	0	80,000	220,000	160,000	160,000	250,000	870,000
MIAMI, FL	0	0	0	0	0	576,000	811,200	1,605,600	3,194,400	555,120	8,377,987
SAN JUAN, PR	0	0	20,000	0	0	1,619,200	1,600,000	125,000	385,000	110,000	3,859,200
TAMPA-ST PETE-CLEARWAT, FL	0	0	0	0	0	29,000	0	925,600	10,600	811,000	1,776,200
Region 5 CHICAGO, IL	0	146,256	12,640	5,260,000	0	14,096,649	961,600	274,000	1,632,800	871,200	23,096,249
NORTHWESTERN, IN	0	0	0	0	0	0	32,000	0	240,000	400,000	830,896
CINCINNATI, OH	0	0	0	400,000	0	0	272,800	707,200	784,184	2,276,800	4,440,984
CLEVELAND, OH	0	0	3,500,000	1,500,000	1,240,624	482,400	53,384	1,543,391	1,733,788	3,211,385	6,240,624
DETROIT, MI	0	0	0	0	0	198,400	0	972,800	0	0	1,171,200
MILWAUKEE, WI	0	0	0	0	0	0	0	0	0	0	320,000
MINNEAPOLIS-ST.PAUL, MN	0	320,000	0	0	0	0	0	0	783,000	0	22,839,816
DALLAS-FORT WORTH, TX	0	0	0	22,056,816	0	0	0	0	0	0	50,974,540
HOUSTON, TX	8,599,800	35,857,500	0	0	0	412,000	2,958,136	1,390,821	825,240	1,745,467	10,691,800
NEW ORLEANS, LA	0	0	0	0	0	415,828	0	0	1,747,731	0	7,335,492
Region 7 KANSAS CITY, KS-MO (KS)	0	0	22,436	0	0	0	0	0	0	0	1,770,167
KANSAS CITY, KS-MO (MO)	0	0	0	0	1,240,000	0	0	361,600	0	847,000	2,448,600
ST. LOUIS, MO-IL	0	0	0	1,607,691	0	0	0	0	0	80,000	1,687,691
EAST ST. LOUIS	0	0	0	620,000	0	0	0	0	0	0	620,000
Region 8 DENVER, CO	0	0	0	0	0	0	0	2,643,456	1,378,728	300,000	4,322,184
PHOENIX, AZ	0	0	0	0	0	1,000,676	0	192,000	584,400	1,777,076	1,777,076
Region 9 LOS ANGELES	13,875,000	0	0	0	2,970,672	1,138,400	11,928,800	4,322,000	6,388,800	1,762,400	28,511,072
LONG BEACH, CA	0	0	0	0	0	0	0	0	0	0	13,875,000
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO, CA	0	0	0	0	0	800,000	975,700	240,000	92,000	2,212,000	4,319,700
SAN DIEGO, CA	2,250,000	0	0	0	0	431,120	0	1,250,000	5,296,692	1,576,108	10,803,920
SAN FRANCISCO-OAKLAND, CA	0	0	96,000	0	0	1,381,849	0	0	232,552	0	1,710,401
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0
Region 10 PORTLAND, OR-WA	0	0	0	0	0	0	0	0	0	0	0
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	\$0	\$48,913,782	\$22,142,440	\$41,582,915	\$32,026,343	\$51,648,703	\$43,045,216	\$102,918,494	\$121,223,375	\$109,855,720	\$573,356,988
OTHER POPULATION GROUPS											
200,000 - 1,000,000	14,393,680	8,118,878	11,823,348	22,708,000	32,137,350	5,433,349	31,556,798	15,207,313	17,690,051	17,872,014	176,940,781
50,000 - 200,000	4,687,914	2,987,646	21,536,176	8,705,192	5,518,975	3,158,639	3,093,863	5,719,181	10,836,946	8,126,205	74,370,737
NON-URBAN	7,023,212	3,273,452	474,817	4,903,297	10,286,383	0	0	0	0	0	25,961,161
GRAND TOTAL	\$72,852,138	\$63,293,758	\$55,976,781	\$77,899,404	\$79,969,051	\$60,240,691	\$77,695,877	\$123,844,988	\$149,750,372	\$135,853,939	\$897,376,999

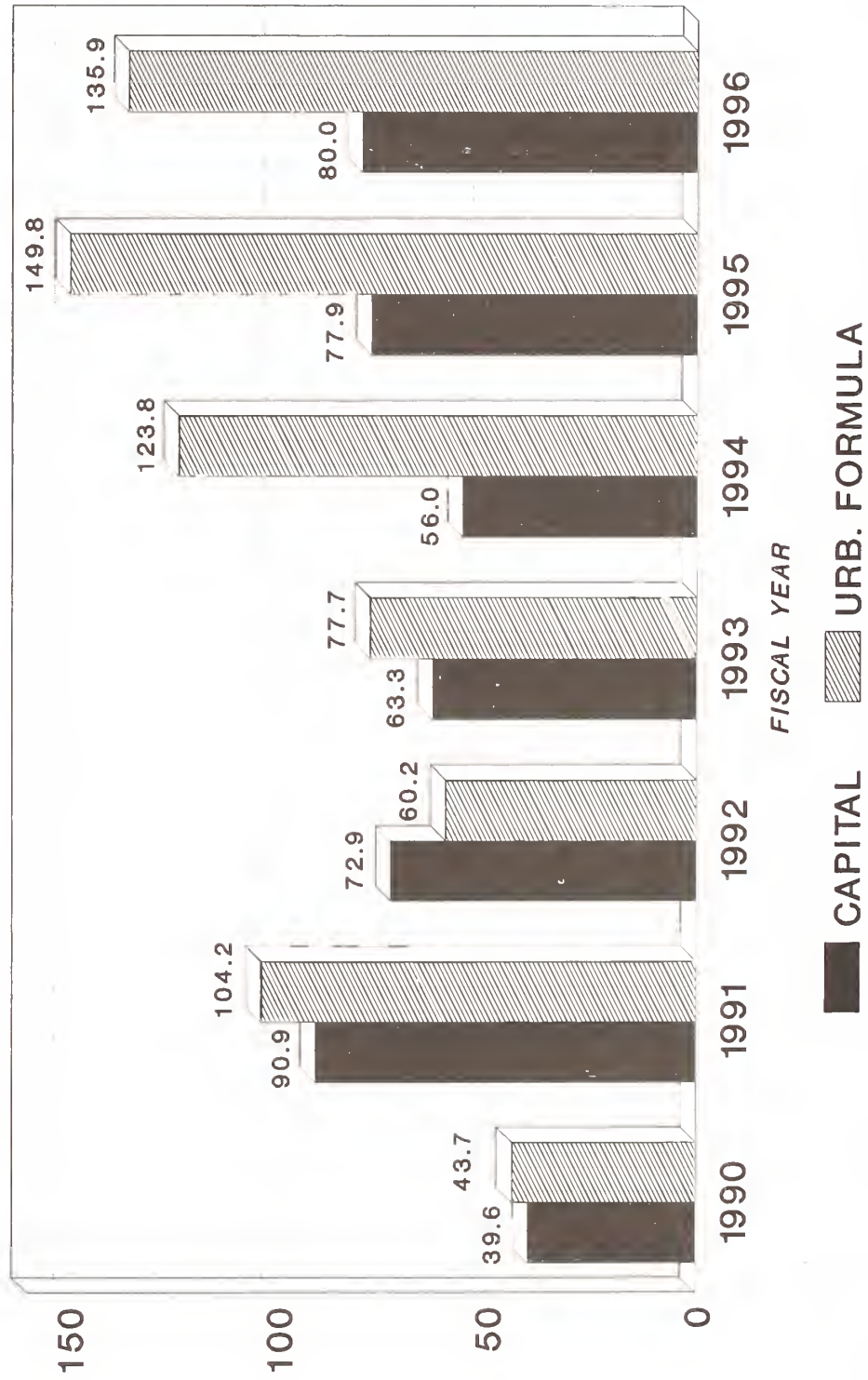
NOTE: BUS MAINTENANCE FACILITIES INCLUDE GARAGES, BUS STORAGE FACILITIES, ADMINISTRATION BUILDINGS, SHOP EQUIPMENT, COMPUTER SOFTWARE/HARDWARE, SUPPORT VEHICLES, FUELING STATIONS, BUS PARKING LOTS, SECURITY AND SURVEILLANCE EQUIPMENT, MOBILE FARE EQUIPMENT.
HOUSTON FY 1993 OBLIGATIONS ARE ALSO INCLUDED IN CAPITAL NEW SYSTEMS OBLIGATIONS.

CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS BUS MAINTENANCE FACILITIES

Figure 38

FISCAL YEARS 1990 - 1996

\$ MILLIONS



In descending order by
total amounts received

TABLE 39

INTERSTATE SUBSTITUTE TRANSIT
OBLIGATIONS
FISCAL YEARS 1974 - 1996

URBANIZED AREA	(IN MILLIONS)														
	FY 74 THRU FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL
WASHINGTON, DC.:	\$2,160.2	\$0.3	\$0.8	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,162.3
BOSTON:	1,345.6	35.0	16.9	18.4	20.0	5.8	5.9	1.7	2.4	5.4	1.0	0	0.5	0.6	1,459.2
CHICAGO, IL:	175.7	64.1	93.3	204.2	121.7	47.8	85.8	55.2	11.4	5.9	8.5	0	7.6	0	881.2
NEW YORK, NY:	80.7	5.7	1.2	0.8	24.3	48.2	50.6	34.6	42.5	191.7	40.5	107.6	130.5	82.6	841.5
BALTIMORE, MD:	53.1	56.4	50	0	0.0	19.6	90.9	58.6	59.8	40.0	17.9	10.6	9.0	11.5	477.5
PHILADELPHIA, PA:	344.6	0	0	0	0	0	0	0	0	0	0	0	0	0	344.6
PORTLAND, OR:	142.0	8.7	0.3	0.2	0.1	0.1	0.1	0	3.0	1.0	1.0	4.6	0	13.4	174.5
NE NEW JERSEY	108.9	0.0	0.3	1.4	0	3.0	0	0	0	2.6	0	0.3	0	0	116.5
SACRAMENTO, CA:	32.4	23.2	24.5	0	12.8	3.2	0	0	0	0	0	0	0.3	0	96.4
CLEVELAND, OH:	3.2	2.2	9.5	0	13.4	1.4	2.6	2.3	2.5	6.3	2.8	1.6	1.4	0	49.2
HARTFORD, CT:	15.2	1.1	23.4	2.4	1.8	1.1	0	0.9	0.7	0	1.7	0	0	0	48.3
MEMPHIS, TN:	2.6	1.5	5.1	0	0	7.1	0	4.3	12.2	0	0	0	4.1	0	36.9
RHODE ISLAND:	0	2.1	2.4	9.3	2.7	0.5	0.8	0.7	5.8	0	0	0	0.2	0	24.5
SOUTH NEW JERSEY	12.8	6.5	0	5.1	0	0	0	0	0	0	0	0	0	0	24.4
DENVER, CO:	18.5	0	0	0.2	0.1	0	0	0	0	0	0	0	0	0	18.8
INDIANAPOLIS, IN:	11.0	0	1.6	1.2	0	1.2	0	0	0	0	0	0	0	0	15.0
PROVIDENCE, RI:	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	7.9
DULUTH, MN:	2.1	1.8	1.6	0	0	0.3	0.4	0.2	0	0	0	0	0	0	6.4
SAN FRANCISCO, CA:	1.60	1.1	0	0	0	0.1	0	0.8	0	0	2.8	0	0	0	6.4
ALBANY, NY:	5.7	0	0.4	0	0	0.1	0	0	0	0	0	0	0	0	6.2
MINNEAPOLIS, MN:	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0
WATERLOO, IA:	0.03	0.6	0.7	0	0.2	0.1	0	0	0	0.4	0.2	0.07	0	0	2.3
OMAHA, NE:	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0
KILLINGLY, CT:	0	0	0.1	0.04	0.0	0.0	0.0	0.0	0.3	0.8	0.3	0	0	0	1.5
TUCSON, AZ:	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1
FALL RIVER, MA:	0	0	0.2	0.1	0.1	0	0	0	0	0	0	0	0	0	0.4
WILLIMANTIC, CT:	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04	0.0
PROJ. MGT. OVERSIGHT	0	0	0	1.0	0.3	0.03	0.2	1.3	0.6	0.8	0.8	0.8	0.2	0	6.0
GRAND TOTALS	\$4,522.0	\$210.3	\$232.4	\$245.3	\$197.5	\$139.8	\$237.3	\$180.8	\$141.2	\$254.9	\$77.5	\$125.8	\$153.8	\$118.0	\$6,814.2

NOTE: OBLIGATIONS INCLUDE TRANSFERRED SUBSTITUTE HIGHWAY FUNDS AS FOLLOWS: FY 1992-NEW YORK, \$100 MILLION, FY1993-
WATERLOO, \$197,998; FY 1994-NEW YORK, \$83.3 MILLION; FY 1995-NEW YORK, \$3.3 MILLION, FY 1996-NEW YORK \$81.0 MILLION.

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT

FISCAL YEARS 1983 - 1996

Figure 39

FISCAL YEAR

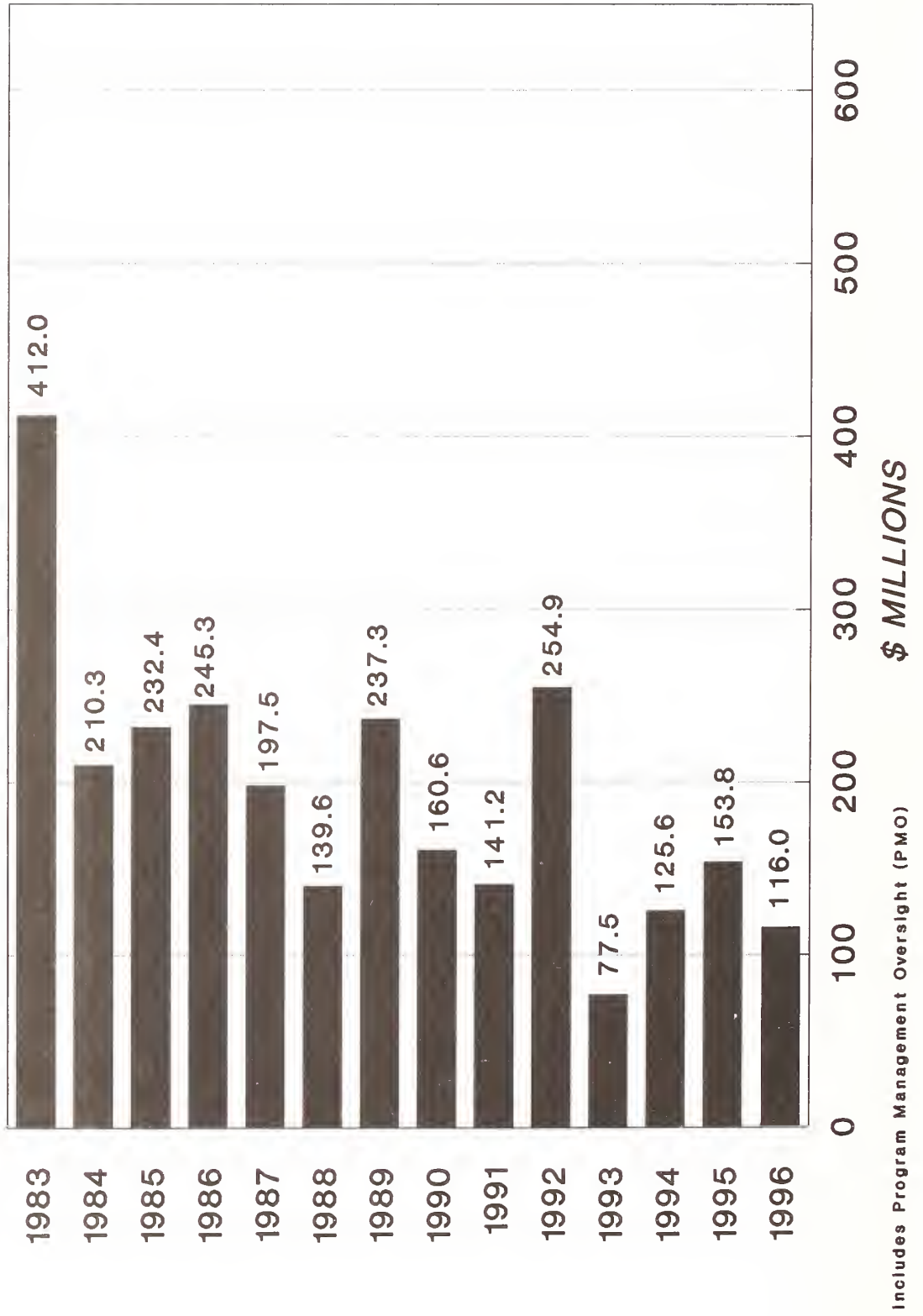


TABLE 40

**INTERSTATE SUBSTITUTE TRANSIT OBLIGATIONS
BY CATEGORY
FISCAL YEARS 1984 -1996**

FISCAL YEAR	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	13 YEAR TOTAL
1984	\$9,282,696	\$112,693,598	\$87,904,232	\$380,001	\$210,260,527
1985	44,169,304	63,632,195	124,336,697	299,914	232,438,110
1986	11,069,935	29,555,673	203,325,440	200,000	244,151,048
1987	12,619,292	49,104,976	135,354,578	61,475	197,140,321
1988	11,781,962	73,204,958	54,550,721	35,125	139,572,766
1989	3,077,798	119,311,300	114,447,687	290,790	237,127,575
1990	3,850,070	96,234,344	59,032,502	212,500	159,329,416
1991	9,235,714	56,408,227	74,918,944	208,585	140,771,470
1992 *	7,404,079	205,642,081	40,000,000	997,050	254,043,210
1993 *	4,987,141	52,842,362	17,858,740	987,950	76,676,193
1994 *	29,007,279	83,597,768	10,632,718	1,600,000	124,837,765
1995 *	0	148,901,585	4,749,485	0	153,651,070
1996 *	7,937,198	94,707,777	0	13,361,694	116,006,669
TOTAL	\$154,422,468	\$1,185,836,844	\$927,111,744	\$18,635,084	\$2,286,006,140

* INCLUDES TRANSFERS FROM HIGHWAY SUBSTITUTE FUNDS.

URBANIZED AREAS THAT RECEIVED FUNDING FOR NEW SYSTEMS ARE:

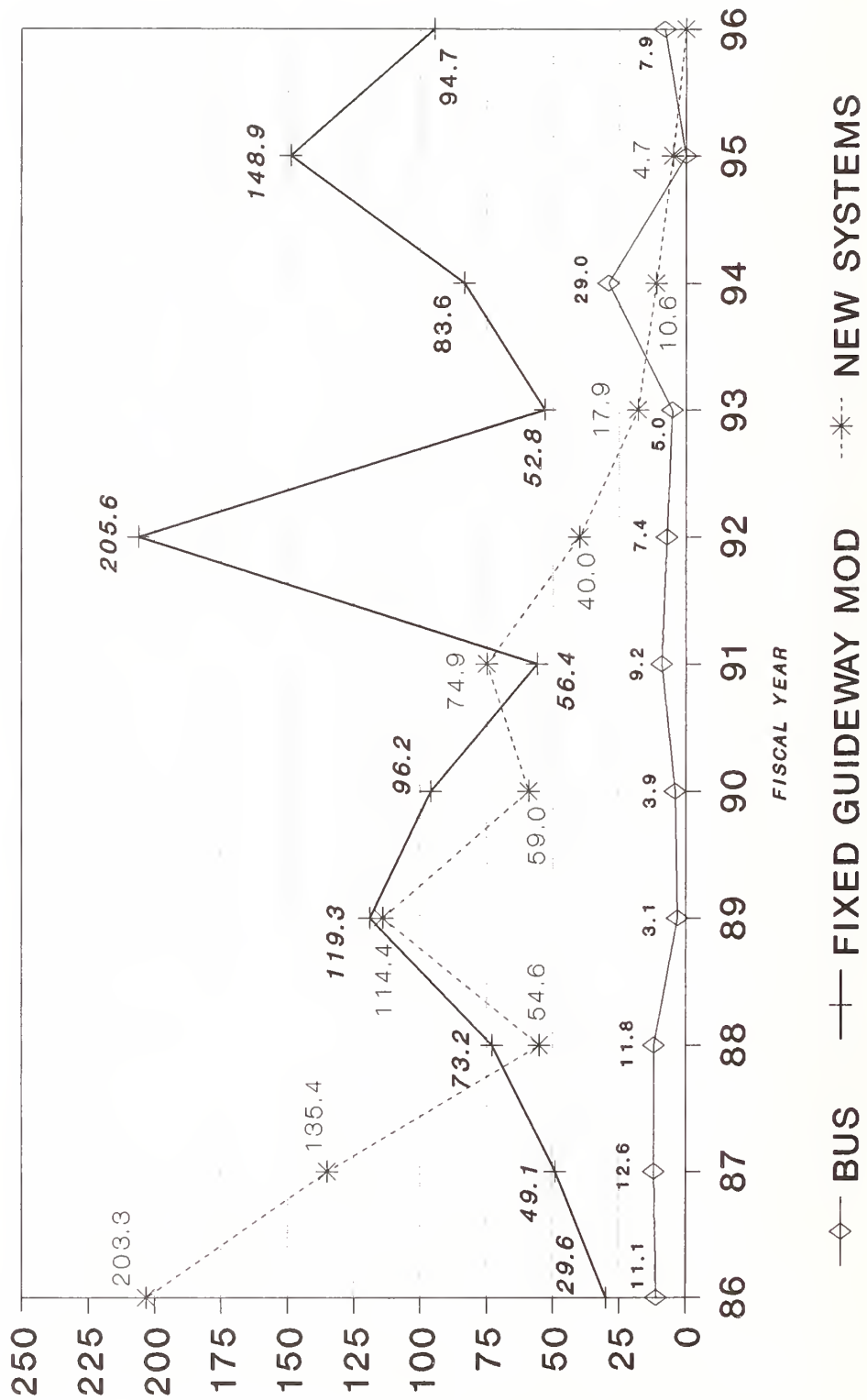
	FY 1984-88	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	13 YEAR TOTAL
Baltimore	\$126,108,529	\$90,898,450	\$53,835,435	\$59,825,610	\$40,000,000	\$17,858,740	\$10,632,718	\$4,749,485	\$0	\$403,908,967
Boston	49,482,121	0	0	0	0	0	0	0	0	49,482,121
Memphis	0	0	4,347,917	12,229,844	0	0	0	0	0	16,577,761
Chicago	357,734,848	23,549,237	0	0	0	0	0	0	0	381,284,085
Sacramento	63,744,662	0	0	0	0	0	0	0	0	63,744,662
San Francisco	0	0	849,150	0	0	0	0	0	0	849,150
Portland	8,401,508	0	0	2,863,490	0	0	0	0	0	11,264,998
TOTAL	\$605,471,668	\$114,447,687	\$59,032,502	\$74,918,944	\$40,000,000	\$17,858,740	\$10,632,718	\$4,749,485	\$0	\$927,111,744

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT BY CATEGORY

Figure 40

FISCAL YEARS 1986 - 1996

\$ MILLIONS



Does not include Total Planning (\$13.4 Million)

TABLE 40-1

CUMULATIVE OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS
BY PURPOSE
FISCAL YEARS 1984 - 1996

URBANIZED OR RURAL AREA	NO. OF BUSES	BUS AMOUNT	MAINTENANCE FACILITIES	BUS OTHER	TOTAL BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL	12 YEAR CUMULATIVE TOTAL
Reg. 1 BOSTON, MA	0	\$0	\$0	\$0	\$0	\$64,254,798	\$49,482,121	\$0	\$113,736,919	\$113,736,919
FALL RIVER, MA	0	0	0	0	0	458,031	0	0	458,031	458,031
HARTFORD, CT	150	5,739,585	23,353,138	3,439,389	32,532,112	425,000	0	0	425,000	32,957,112
KILLINGLY, CT	0	0	1,453,075	0	1,453,075	0	0	0	0	1,453,075
RHODE ISLAND	94	12,617,383	2,704,033	6,024,664	21,346,080	10,647,134	0	510,085	11,157,219	32,503,299
WILLIMANTIC, CT	0	0	40,800	0	40,800	0	0	0	0	40,800
Reg. 2 ALBANY, NY	1	119,340	0	433,500	552,840	0	0	0	0	552,840
NEW YORK, NY	0	0	0	24,297,046	24,297,046	736,688,570	0	0	736,688,570	760,985,616
NE NEW JERSEY	0	0	0	1,393,694	1,393,694	6,271,874	0	0	6,271,874	7,665,568
SO NEW JERSEY	0	0	5,045,481	0	5,045,481	6,492,580	0	0	6,492,580	11,538,061
Reg. 3 BALTIMORE, MD	0	0	0	0	0	20,475,884	403,908,967	0	424,384,851	424,384,851
WASHINGTON DC	9	1,008,277	0	0	1,008,277	1,045,500	0	0	1,045,500	2,053,777
Reg. 4 MEMPHIS, TN	30	7,070,017	0	6,581,543	13,651,560	4,127,717	16,577,761	0	20,705,478	34,357,038
Reg. 5 CHICAGO, IL	0	0	0	0	0	324,264,790	381,284,085	0	705,548,875	705,548,875
CLEVELAND	197	28,808,849	7,342,934	3,317,588	39,469,371	6,564,349	0	0	6,564,349	46,033,720
DULUTH, MN	13	624,070	0	3,657,938	4,282,008	0	0	0	0	4,282,008
INDIANAPOLIS	13	1,194,135	0	2,811,197	4,005,332	0	0	0	0	4,005,332
Reg. 7 WATERLOO, IA	21	1,896,687	0	341,105	2,237,792	0	0	0	0	2,237,792
Reg. 9 SACRAMENTO, CA	0	0	0	0	0	251,587	63,744,662	0	63,996,249	63,996,249
SAN FRANCISCO, CA	0	0	0	107,000	107,000	3,869,030	849,150	0	4,718,180	4,825,180
Reg. 10 PORTLAND, OR	16	3,000,000	0	0	3,000,000	0	11,264,998	18,124,999	29,389,997	32,389,997

TOTAL	544	\$62,078,343	\$39,939,461	\$52,404,664	\$154,422,468	\$1,185,836,844	\$927,111,744	\$18,635,084	\$2,131,583,672	\$2,286,006,140
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INTERSTATE SUBSTITUTE TRANSIT OBLIGATIONS
FISCAL YEARS 1984-1996
(BY CATEGORY)

Figure 40-1

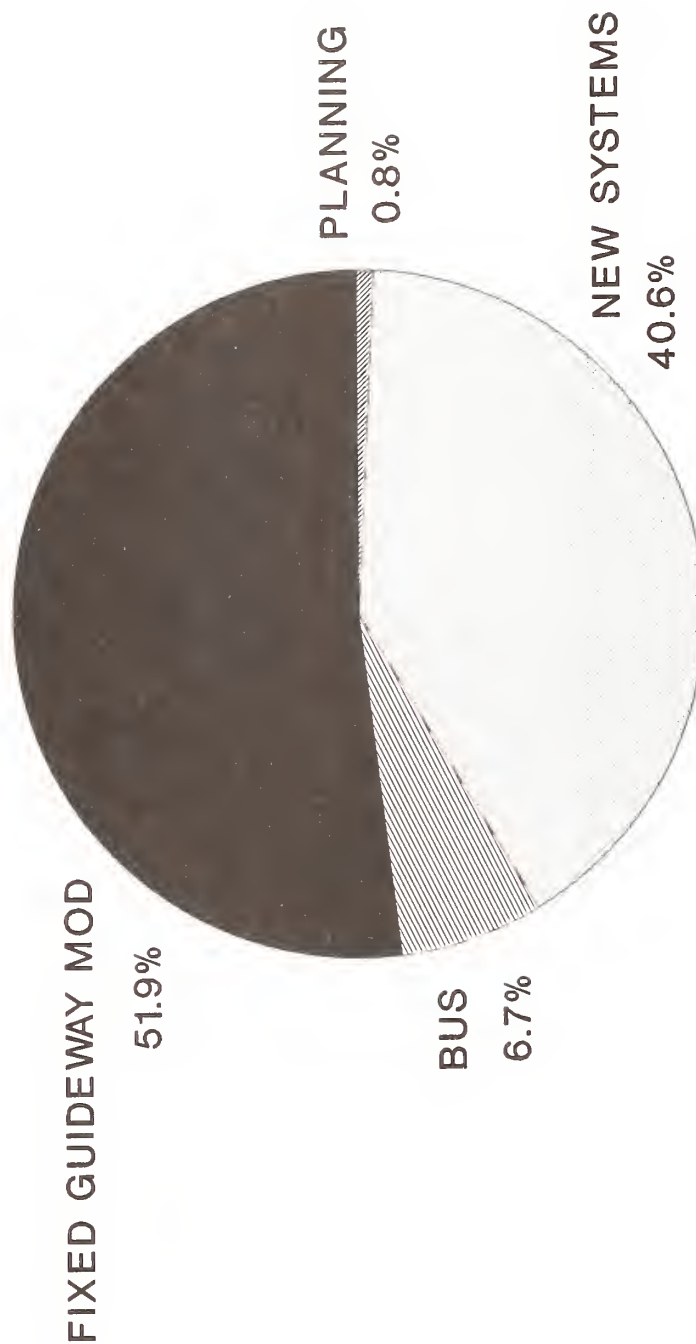


TABLE 41

**OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT AND FAUS
BY STATE
FISCAL YEARS 1986 - 1996**

STATE	INTERSTATE SUBSTITUTE										FAUS				11 - YEAR TOTAL
	FY 86-92	FY 93	FY 94	FY 95	FY 96	FY 86-88	FY 89	FY 90	FY 91	FY 92					
ALASKA	\$0	\$0	\$0	\$0	\$0	\$1,501,037	\$534,670	\$0	\$237,662	\$248,388	\$2,521,757				
CALIFORNIA	17,001,600	2,764,030	0	251,587	0	7,207,961	0	0	0	256,000	27,481,178				
CONNECTICUT	7,936,892	1,970,396	0	0	40,800	0	0	0	0	0	9,948,088				
WASH. D.C.	1,008,277	0	0	0	0	0	0	0	0	0	1,008,277				
ILLINOIS	531,985,480	8,557,800	0	7,585,000	0	0	0	0	0	0	548,128,280				
INDIANA	2,376,868	0	0	0	0	0	0	0	0	0	2,376,868				
IOWA	623,730	241,669	70,125	0	0	0	0	0	0	0	935,524				
MARYLAND	268,855,025	17,858,740	10,632,718	8,999,485	11,525,884	0	0	0	0	0	317,871,852				
MASSACHUSETTS	59,910,057	1,015,631	0	532,627	620,993	0	0	0	0	0	62,079,308				
MINNESOTA	886,213	0	0	0	0	7,786,000	0	0	0	0	8,672,213				
NEW JERSEY	12,109,100	0	297,768	0	0	133,500	0	0	0	0	12,540,368				
NEW YORK	392,955,459	40,504,901	107,597,046	130,551,755	82,560,900	0	0	0	0	0	754,170,061				
OHIO	28,419,235	2,775,076	1,640,108	1,432,899	0	0	0	3,816,750	2,977,500	0	41,061,568				
OREGON	4,458,930	987,950	4,600,000	0	13,361,694	0	0	0	850,000	0	24,258,574				
RHODE ISLAND	19,931,136	0	0	170,000	7,896,398	0	0	0	0	0	27,997,534				
TENNESSEE	23,677,804	0	0	4,127,717	0	0	0	0	0	0	27,805,521				
VERMONT	0	0	0	0	0	0	0	0	1,707,990	0	1,707,990				
TOTAL	\$1,372,135,806	\$76,676,193	\$124,837,765	\$153,651,070	\$116,006,669	\$16,628,498	\$534,670	\$3,816,750	\$5,773,152	\$504,388	\$1,870,564,961				

TABLE 42

**OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES PROGRAM
FISCAL YEARS 1987 - 1996**

STATE	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	10-YEAR TOTAL
ALABAMA	627,078	628,892	625,484	625,520	628,384	952,784	644,032	1,205,760	1,024,992	895,884	6,056,590
ALASKA	139,132	139,176	139,068	139,089	139,113	159,808	187,262	177,708	177,898	354,069	1,732,145
AMERICAN SAMOA	0	50,940	50,934	50,934	0	0	0	0	0	0	152,808
ARIZONA	481,194	462,276	460,129	460,154	460,731	842,481	748,998	903,234	908,038	793,996	6,498,211
ARKANSAS	477,500	478,635	478,384	478,410	477,015	877,785	602,032	719,942	722,086	636,433	5,744,222
CALIFORNIA	2,785,088	2,783,657	2,778,666	2,776,884	2,781,426	4,908,484	4,392,289	6,502,018	5,466,199	5,215,083	40,395,745
COLORADO	393,182	394,048	392,333	392,353	392,333	620,872	518,566	705,076	707,187	705,076	5,083,482
CONNECTICUT	512,632	513,880	511,404	511,433	512,096	878,068	551,024	730,100	753,544	436,348	5,711,529
DELAWARE	189,646	189,854	189,442	189,446	189,557	247,098	231,677	258,053	258,532	239,377	2,182,662
DIST. OF COL.	208,398	208,666	208,133	208,139	208,282	248,540	230,267	258,287	258,760	237,859	2,271,329
FLORIDA	1,925,110	1,930,804	1,919,404	1,919,536	1,922,824	3,631,892	2,977,166	3,692,148	3,694,965	3,182,848	28,786,597
GEORGIA	716,876	716,780	715,000	715,044	716,060	1,156,196	1,082,347	1,318,978	1,323,280	1,151,364	9,813,945
GUAM	0	0	0	0	0	0	0	0	0	0	0
HAWAII	208,476	208,745	208,212	208,218	208,361	312,087	263,614	322,620	323,532	295,052	2,578,097
IDAH0	224,784	225,108	224,469	224,478	224,847	304,840	289,287	328,895	330,633	301,135	2,879,072
ILLINOIS	1,504,316	1,508,752	1,498,944	1,500,046	1,502,412	2,324,001	1,938,956	2,367,316	2,445,469	2,069,766	18,680,980
INDIANA	750,372	752,384	748,369	748,436	749,509	1,167,030	1,036,716	1,262,068	1,266,184	1,102,462	9,583,530
IOWA	531,104	532,412	529,816	529,848	530,545	830,413	644,144	772,463	774,786	681,581	5,528,711
KANSAS	445,534	446,565	444,516	444,542	445,091	630,413	548,615	650,627	652,722	577,019	5,293,848
KENTUCKY	595,256	598,789	593,681	593,800	594,607	870,972	610,588	980,048	983,126	880,030	7,478,963
LOUISIANA	564,110	565,594	562,885	562,895	563,488	866,834	613,081	983,156	986,248	862,700	7,430,365
MAINE	275,708	276,195	275,232	275,244	275,500	369,908	351,484	407,452	408,472	367,816	3,263,011
MARYLAND	585,900	587,316	584,502	584,535	585,291	920,158	618,733	987,711	990,619	866,816	7,408,583
MASSACHUSETTS	912,976	915,515	910,481	910,540	911,892	1,370,816	1,158,404	1,413,632	1,416,478	1,232,824	11,155,856
MICHIGAN	1,137,980	1,141,220	1,134,828	1,134,828	1,136,583	1,635,812	1,687,214	2,207,734	2,052,334	1,775,854	15,244,287
MINNESOTA	627,562	629,179	625,969	626,007	626,869	744,725	627,673	1,001,354	1,004,512	878,344	7,592,194
MISSISSIPPI	453,548	454,604	452,504	452,532	453,082	635,744	586,048	559,360	527,078	619,292	5,183,802
MISSOURI	821,409	821,409	816,975	817,027	818,216	1,206,197	1,050,767	1,279,592	1,263,753	1,117,527	10,030,841
MONTANA	214,312	214,312	213,743	213,750	213,902	288,763	304,323	304,969	278,152	2,508,258	2,508,258
NEBRASKA	340,408	341,104	339,729	339,745	340,114	454,111	397,435	484,773	465,997	417,081	3,900,497
NEVADA	196,914	197,148	196,667	196,892	196,816	313,419	308,129	350,889	351,713	319,191	2,625,806
NEW HAMPSHIRE	233,688	234,038	233,344	233,352	233,536	309,886	291,460	332,604	333,348	303,464	2,736,730
NEW JERSEY	1,064,216	1,064,216	1,061,200	1,061,304	1,062,920	1,897,032	1,693,360	1,893,360	1,899,032	1,473,232	13,258,080
NEW MEXICO	253,648	254,059	253,238	253,247	253,468	373,433	354,545	411,171	412,202	371,002	3,189,811
NEW YORK	2,495,368	2,500,000	2,487,672	2,488,048	2,492,116	3,767,488	2,365,848	3,297,512	3,127,104	3,242,272	28,263,848
NORTH CAROLINA	808,968	809,180	804,834	804,884	806,054	1,373,830	1,225,325	1,497,296	1,502,241	1,304,873	10,835,323
NORTH DAKOTA	207,774	208,040	207,511	207,516	207,680	257,779	234,675	262,033	262,527	242,796	2,286,515
NO. MARIANAS	50,490	0	0	0	0	0	0	0	0	0	50,490
OHIO	1,408,516	1,413,651	1,405,446	1,405,542	1,407,745	2,276,768	1,921,747	1,858,688	1,907,095	2,158,526	17,186,726
OKLAHOMA	533,668	534,964	532,373	532,384	533,085	771,811	705,104	848,490	851,097	748,937	6,589,733
OREGON	446,450	447,482	445,429	445,453	446,004	704,363	858,401	790,244	1,126,231	696,866	6,208,943
PENNSYLVANIA	1,771,556	1,776,855	1,766,337	1,766,460	1,766,284	2,676,080	2,415,856	2,982,084	2,982,388	2,561,056	22,697,966
PUERTO RICO	431,594	432,550	430,592	430,612	431,140	842,762	626,680	750,680	752,936	662,856	5,592,392
RHODE ISLAND	282,688	283,121	282,252	282,268	282,496	353,108	317,336	384,676	365,740	331,204	3,045,075
SOUTH CAROLINA	454,268	455,329	453,224	453,248	453,812	745,808	682,924	820,826	823,332	723,152	6,085,925
SOUTH DAKOTA	219,654	219,859	219,355	219,362	219,524	274,997	250,375	281,365	281,928	259,417	2,445,936
TENNESSEE	714,306	716,202	714,336	712,481	713,492	1,101,368	989,220	1,242,432	1,208,716	1,051,541	9,160,196
TEXAS	1,637,280	1,642,145	1,632,466	1,632,599	1,635,192	2,752,388	2,493,726	3,079,212	3,069,856	2,758,821	22,351,505
UTAH	242,226	242,615	241,868	241,874	242,076	348,591	333,095	384,530	365,465	348,101	3,010,449
VERMONT	187,356	187,558	187,180	187,166	187,268	224,796	0	450,120	436,484	480,476	2,508,384
VIRGIN ISLANDS	0	129,448	129,420	129,421	129,429	132,142	132,027	133,784	133,786	132,534	1,181,961
VIRGINIA	740,322	683,314	678,759	679,800	680,754	1,137,292	1,027,439	1,250,496	1,254,552	1,092,517	9,228,247
WASHINGTON	587,436	586,925	585,971	586,006	586,799	981,269	823,829	1,083,424	929,522	983,413	7,536,814
WEST VIRGINIA	397,598	388,376	386,701	388,720	387,171	540,263	510,022	605,189	608,919	537,767	4,736,736
WISCONSIN	714,082	715,988	712,225	712,268	713,279	1,081,970	944,209	1,148,696	1,150,377	1,003,285	8,894,389
WYOMING	163,864	163,977	163,729	163,734	163,796	184,355	166,177	203,793	204,077	192,733	1,802,227
TOTAL	\$34,839,964	\$34,995,861	\$34,821,611	\$34,823,618	\$34,821,120	\$53,651,852	\$46,831,991	\$58,895,849	\$57,699,221	\$51,972,638	\$443,353,643

NOTE: IN FISCAL YEARS WHERE THERE ARE NO OBLIGATIONS REPORTED FOR STATES AND OR U.S. TERRITORIES (EXCEPT VIRGIN ISL.) SECTION 5310 FUNDS WERE TRANSFERRED TO SECTION 5311 AND IN MOST INSTANCES OBLIGATED.

TABLE 43

OBLIGATIONS FOR THE NON-URBANIZED AREA FORMULA PROGRAM
FISCAL YEARS 1989 - 1996

STATE	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	8-YEAR TOTAL
ALABAMA	\$3,586,959	\$3,574,903	\$2,486,680	\$4,053,384	\$3,812,654	\$3,885,148	\$6,081,009	\$4,533,984	\$32,014,701
ALASKA	169,273	344,057	144,349	176,153	2,589,605	704,605	592,874	439,172	5,160,088
AMERICAN SAMOA	24,081	23,898	75,771	117,138	24,081	117,868	200,804	108,156	691,797
ARIZONA	599,934	963,728	618,730	1,508,835	1,343,986	1,785,597	1,976,103	1,662,962	10,459,875
ARKANSAS	1,284,738	1,274,977	1,324,988	2,341,327	1,744,945	2,373,190	2,720,215	2,353,879	15,418,259
CALIFORNIA	2,872,493	2,819,071	2,931,416	4,982,213	5,047,118	7,473,396	9,850,781	9,192,438	45,168,926
COLORADO	1,199,669	973,272	675,849	1,081,003	982,640	1,289,294	1,320,770	1,179,078	8,701,573
CONNECTICUT	848,385	842,435	836,599	964,698	1,731,833	1,433,586	1,673,591	1,493,151	9,424,258
DELAWARE	169,085	167,800	174,382	175,000	238,788	324,372	0	486,348	1,735,775
FLORIDA	2,478,178	2,444,000	2,907,368	4,202,786	3,737,769	4,882,769	5,477,556	3,326,778	29,457,204
GEORGIA	2,132,318	2,116,117	2,199,120	3,733,326	3,191,276	4,525,942	4,636,432	3,877,855	26,412,386
GUAM	218,943	218,341	221,438	0	572,529	332,127	336,720	304,274	2,204,372
HAWAII	206,171	204,605	212,630	419,009	1,648,172	0	2,892,968	1,497,369	7,080,924
IDAHO	613,441	584,346	647,661	908,724	2,173,868	1,900,252	1,321,124	0	8,149,416
ILLINOIS	3,856,157	0	3,347,732	3,673,985	3,980,431	4,514,573	4,525,676	3,665,963	27,564,517
INDIANA	2,526,166	2,154,091	2,137,728	2,221,579	3,143,155	2,993,637	4,011,024	4,108,946	23,296,324
IOWA	1,599,862	1,526,521	1,584,046	2,855,300	1,819,131	2,580,803	2,747,915	2,413,842	17,127,420
KANSAS	1,658,778	1,516,659	1,160,461	1,692,847	1,447,061	2,052,253	2,102,355	1,773,432	13,403,846
KENTUCKY	2,220,633	2,199,451	2,356,300	2,843,291	2,812,399	3,387,822	4,046,165	2,902,708	22,768,769
LOUISIANA	1,494,365	1,483,012	1,541,184	2,311,271	1,975,696	2,801,973	2,870,379	2,400,749	16,878,629
MAINE	652,768	647,809	873,219	1,115,276	953,350	2,092,061	2,188,910	1,639,655	9,963,048
MARYLAND	801,974	795,881	827,099	1,392,371	1,277,349	1,687,984	1,763,843	1,475,887	10,022,388
MASSACHUSETTS	1,022,564	1,039,392	993,763	1,492,199	1,809,831	1,912,703	1,853,170	2,235,981	12,159,603
MICHIGAN	2,596,157	2,575,261	2,676,233	4,041,130	3,774,029	6,209,927	6,523,034	5,507,977	33,903,748
MINNESOTA	1,479,999	1,617,263	1,748,564	1,757,277	4,943,308	617,768	7,015,183	2,229,211	21,408,573
MISSISSIPPI	3,013,270	1,429,477	1,741,315	2,482,782	1,995,618	2,891,768	2,993,286	2,929,646	19,477,160
MISSOURI	2,097,711	1,867,394	2,074,172	2,729,847	2,758,839	3,283,580	3,353,062	2,633,690	20,796,295
MONTANA	431,011	427,736	444,515	884,790	585,385	830,178	850,444	711,301	4,965,338
NEBRASKA	729,294	736,447	713,571	1,007,745	919,044	1,252,631	1,283,212	1,075,123	7,717,067
NEVADA	153,097	151,934	157,893	337,344	288,365	408,965	418,949	350,404	2,266,951
NEW HAMPSHIRE	896,853	681,157	769,783	893,199	856,344	1,693,440	1,268,811	1,863,858	8,721,445
NEW JERSEY	800,198	794,118	825,288	0	2,368,748	0	1,548,221	2,912,544	9,249,095
NEW MEXICO	818,308	579,781	597,925	0	2,049,306	1,438,944	1,815,287	1,042,850	7,940,381
NEW YORK	1,898,318	5,638,913	3,191,859	4,495,492	5,488,491	6,801,924	7,478,714	5,502,787	40,474,478
NORTH CAROLINA	4,392,740	3,052,270	2,475,956	4,348,803	5,016,533	3,252,102	11,244,168	4,960,420	38,742,792
NORTH DAKOTA	546,782	499,577	429,989	527,468	495,548	813,953	650,073	526,039	4,289,409
NO. MARIANAS	0	0	0	158,717	105,429	123,919	187,773	114,801	690,539
OHIO	5,028,344	3,868,873	3,275,335	8,180,809	4,255,940	8,008,771	7,147,088	5,050,053	40,591,211
OKLAHOMA	1,579,879	2,220,835	2,579,912	2,921,180	3,742,050	3,812,080	3,364,291	2,891,421	22,911,648
OREGON	520,500	1,507,981	605,600	1,432,100	2,103,853	0	4,558,908	0	10,728,942
PENNSYLVANIA	3,501,084	3,474,484	3,610,773	5,018,487	5,040,952	5,964,779	7,040,137	5,779,387	39,430,063
PUERTO RICO	835,310	1,430,478	1,139,238	1,620,690	1,385,384	1,984,778	2,012,743	1,683,432	12,072,047
RHODE ISLAND	116,571	106,666	92,193	154,993	177,468	304,312	257,837	897,814	1,907,854
SOUTH CAROLINA	1,681,052	1,799,106	2,061,130	2,899,917	2,278,287	2,897,841	2,968,379	2,723,459	19,108,951
SOUTH DAKOTA	818,254	518,245	487,278	817,302	527,875	748,360	968,792	641,200	5,105,106
TENNESSEE	1,887,455	1,853,287	1,925,966	3,278,892	2,837,473	3,740,519	4,987,837	4,518,758	24,806,165
TEXAS	3,803,195	11,855,020	13,039,805	14,410,015	5,822,731	10,838,275	8,240,072	11,885,441	79,694,554
UTAH	306,738	304,405	318,348	0	887,956	587,298	581,148	488,065	3,429,954
VERMONT	437,413	352,813	335,879	752,844	4,715,980	2,133,319	2,748,229	2,340,888	13,817,365
VIRGIN ISLANDS	72,002	71,454	74,258	118,129	6,205,175	1,523,959	146,705	122,703	8,334,385
VIRGINIA	1,718,881	2,138,330	1,873,905	2,866,351	5,214,527	3,631,658	3,499,471	3,972,891	24,913,814
WASHINGTON	1,128,379	1,133,382	1,181,889	1,781,819	2,459,994	2,374,113	2,380,433	2,831,313	15,229,982
WEST VIRGINIA	1,152,900	1,144,140	1,189,020	1,829,804	1,393,173	1,975,825	2,024,062	1,692,900	12,201,824
WISCONSIN	2,166,996	2,043,944	2,064,135	3,884,799	4,419,585	3,848,015	4,157,987	4,685,140	27,268,581
WYOMING	1,231,545	1,063,869	270,552	1,023,885	336,679	477,486	704,143	409,113	5,517,252
TOTAL	\$79,450,949	\$84,448,944	\$83,808,544	\$118,078,085	\$133,063,494	\$137,078,118	\$189,406,841	\$137,643,192	\$805,332,975

TABLE 44

**OBLIGATIONS FOR THE
NON-URBANIZED AREA FORMULA PROGRAM
BY FISCAL YEAR AND CATEGORY**

(In Millions)

FISCAL YEAR	CAPITAL	OPERATING	PROJECT ADMINISTRATION	STATE ADMINISTRATION	TOTAL				
1984	\$42.5	36.7%	\$47.2	40.7%	\$17.6	15.2%	\$8.6	7.4%	\$115.9
1985	31.2	29.0%	50.7	47.2%	16.3	15.2%	9.3	8.7%	107.5
1986	33.1	30.1%	50.9	46.4%	17.4	15.8%	8.4	7.7%	109.8
1987	23.2	28.5%	40.6	49.9%	11.2	13.8%	6.3	7.7%	81.3
1988	27.9	27.2%	51.3	50.0%	15.4	15.0%	8.1	7.9%	102.7
1989	13.4	16.9%	44.8	56.4%	14.5	18.3%	6.7	8.4%	79.4
1990	13.6	16.1%	49.9	59.1%	14.4	17.1%	6.5	7.7%	84.4
1991	10.0	11.9%	51.9	61.9%	14.0	16.7%	7.9	9.4%	83.8
1992	24.6	21.3%	65.3	56.6%	16.6	14.4%	8.8	7.6%	115.3
1993	42.3	32.8%	60.6	47.0%	15.0	11.6%	11.1	8.6%	129.0
1994	35.5	27.2%	67.6	51.7%	16.0	12.2%	11.6	8.9%	130.7
1995	41.8	25.9%	85.3	52.9%	18.8	11.7%	15.4	9.5%	161.3
1996	41.0	30.5%	69.3	51.6%	13.3	9.9%	10.8	8.0%	134.4
TOTAL	\$380.1		\$735.4		\$200.5		\$119.5		\$1,435.5

NOTE: PROGRAM RESERVE FOR INTERCITY BUS IS NOT FACTORED IN THE CALCULATIONS. PLANNING IS INCLUDED IN STATE ADMINISTRATION.

NON-URBANIZED AREA FORMULA OBLIGATIONS BY CATEGORY
FISCAL YEARS 1986 - 1996
Figure 44

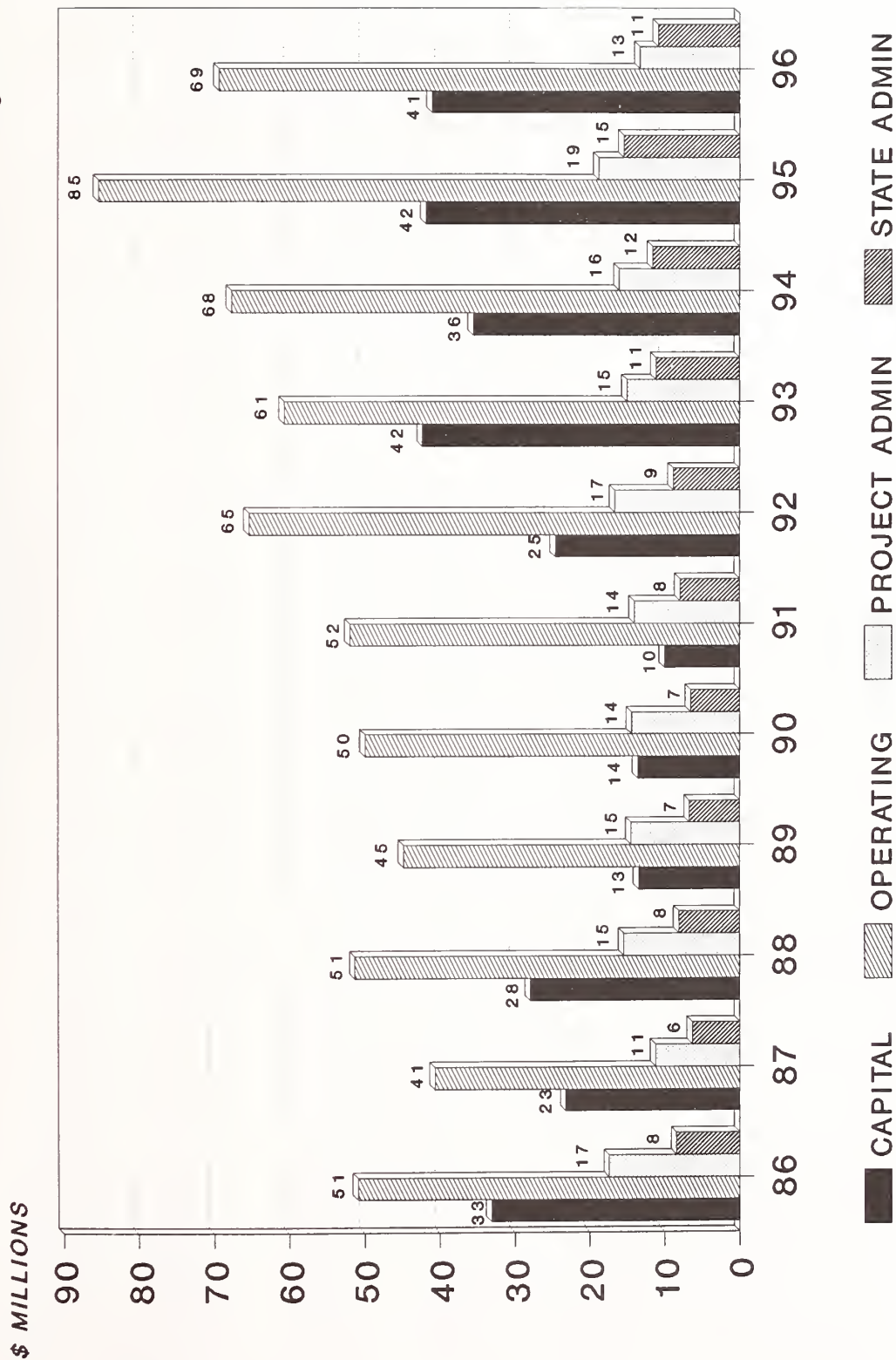


TABLE 45

**RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)
OBLIGATIONS BY STATE
FISCAL YEARS 1990 - 1996**

STATE	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
ALABAMA	\$89,633	\$99,940	\$89,672	\$89,977	\$98,356	\$98,311	\$97,295	\$663,184
ALASKA	108,630	55,349	0	111,877	57,211	57,204	57,053	447,324
AMERICAN SAMOA	10,601	10,606	0	0	11,028	11,027	11,005	54,267
ARIZONA	64,983	65,099	68,194	68,334	72,177	72,156	71,690	482,633
ARKANSAS	82,085	82,334	81,716	81,960	88,659	88,623	87,810	593,187
CALIFORNIA	120,942	121,536	127,409	128,004	144,354	144,266	142,282	928,793
COLORADO	66,254	66,380	66,524	66,651	70,141	70,122	69,699	475,771
CONNECTICUT	129,538	64,876	64,989	65,104	68,270	68,253	67,868	528,898
DELAWARE	54,223	54,000	54,000	107,448	54,558	0	0	324,229
FLORIDA	93,159	83,494	99,762	100,145	100,655	110,598	104,323	692,136
GEORGIA	303,038	103,666	108,005	108,451	120,702	120,636	119,150	983,648
GUAM	0	0	0	0	0	0	0	0
HAWAII	55,149	55,189	56,510	56,560	0	57,935	57,928	339,271
IDAHO	0	64,071	191,290	63,331	66,009	65,994	0	450,695
ILLINOIS	0	217,116	102,372	103,200	114,865	114,290	113,923	765,766
INDIANA	103,849	103,796	104,214	101,406	101,801	112,658	112,600	740,324
IOWA	86,942	86,905	83,065	83,065	172,748	90,265	89,418	692,408
KANSAS	78,101	78,319	76,302	76,504	82,059	82,030	81,356	554,671
KENTUCKY	95,213	95,563	93,419	93,753	102,923	112,874	106,761	700,506
LOUISIANA	87,320	0	85,911	173,797	93,771	93,730	92,810	627,339
MAINE	66,302	66,429	67,328	67,461	71,121	71,102	70,658	480,401
MARYLAND	70,028	70,184	71,633	71,800	76,369	76,344	75,790	512,148
MASSACHUSETTS	74,064	74,251	73,184	73,363	78,259	78,233	77,639	528,993
MICHIGAN	114,806	115,309	112,788	113,270	126,531	126,460	143,851	853,015
MINNESOTA	87,651	87,944	86,131	86,408	0	186,976	0	535,110
MISSISSIPPI	85,973	86,252	85,259	85,530	92,977	92,937	92,033	620,961
MISSOURI	92,763	93,095	92,083	92,406	101,295	101,247	100,168	673,057
MONTANA	60,764	60,848	60,640	60,721	62,969	62,957	62,684	431,583
NEBRASKA	48,058	83,861	69,116	66,177	69,568	69,550	69,138	475,468
NEVADA	53,823	53,853	55,241	55,282	56,389	56,383	56,248	387,219
NEW HAMPSHIRE	61,685	61,776	63,878	63,984	66,916	66,900	66,544	451,683
NEW JERSEY	69,984	70,139	0	139,837	0	74,186	147,818	501,964
NEW MEXICO	128,972	64,591	0	65,599	65,719	138,010	68,596	531,487
NEW YORK	240,307	120,664	119,847	120,384	135,136	135,057	133,267	1,004,662
NORTH CAROLINA	122,243	122,804	124,198	124,769	140,440	140,356	138,454	913,264
NORTH DAKOTA	58,861	58,930	57,869	57,929	59,591	59,582	59,380	412,142
NORTHERN MARIANA	0	0	0	0	0	0	0	0
OHIO	129,313	129,929	125,539	126,120	142,074	141,988	140,053	935,016
OKLAHOMA	82,743	0	164,462	82,124	89,361	88,821	88,980	596,491
OREGON	20,000	93,415	113,000	75,837	0	162,729	0	464,981
PENNSYLVANIA	0	413,072	0	269,176	152,710	152,614	150,455	1,138,027
PUERTO RICO	151,536	155,218	75,182	0	156,067	80,664	80,019	698,686
RHODE ISLAND	52,912	52,934	53,226	53,251	53,932	53,928	53,845	374,028
SOUTH CAROLINA	85,978	86,257	87,137	87,422	95,266	95,223	94,272	631,555
SOUTH DAKOTA	60,280	60,359	59,591	59,665	61,691	61,680	61,434	424,700
TENNESSEE	96,638	97,000	97,939	98,308	108,433	108,378	107,150	713,846
TEXAS	144,980	0	145,716	303,206	173,366	173,252	170,658	1,111,178
UTAH	57,660	57,720	0	114,597	58,862	58,854	58,668	406,361
VERMONT	58,099	58,161	84,753	58,641	60,452	60,443	60,223	440,772
VIRGINIA	92,874	93,204	92,503	92,829	101,806	101,758	100,669	675,643
VIRGIN ISLANDS	11,798	11,812	11,835	11,850	12,237	12,235	12,188	83,955
WASHINGTON	78,130	78,348	79,781	80,010	86,300	86,266	85,503	574,338
WEST VIRGINIA	78,792	79,016	75,322	75,517	80,865	80,837	80,188	550,537
WISCONSIN	94,158	94,114	109,173	100,332	90,000	102,500	102,500	692,777
WYOMING	56,550	56,602	56,120	56,167	57,459	57,452	57,295	397,645
TOTAL	\$4,418,385	\$4,416,330	\$4,123,828	\$4,769,539	\$4,404,448	\$4,786,874	\$4,349,339	\$31,268,743

TABLE 46

**GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES (EXCLUDING PUERTO RICO)
BY PROGRAM
FISCAL YEARS 1987 - 1996**

	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	10 YEAR TOTAL
VIRGIN ISLANDS											
ELDERLY/DISABILITIES PROGRAM	\$0	\$129,448	\$129,420	\$129,421	\$129,429	\$132,142	\$132,027	\$133,764	\$133,796	\$132,534	\$1,181,981
NON-URBANIZED FORMULA PRGM	0	216,851	72,002	71,454	74,258	118,129	6,205,175	1,523,959	146,705	122,703	8,551,236
RTAP	0	23,370	11,800	11,798	11,812	11,835	11,850	12,237	12,235	12,188	119,125
CAPITAL PROGRAM	0	0	0	3,000,000	0	0	0	0	0	0	3,000,000
TECH. STUDIES	0	60,000	108,140	0	0	0	0	0	0	0	168,140
SUB-TOTAL	\$0	\$429,669	\$321,362	\$3,212,673	\$215,499	\$262,106	\$6,349,052	\$1,669,960	\$292,736	\$267,425	\$13,020,482
GUAM											
ELDERLY/DISABILITIES PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NON-URBANIZED FORMULA PRGM	229,112	217,148	218,943	218,341	221,458	0	572,529	332,127	336,720	304,274	2,650,652
RTAP	0	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	\$229,112	\$217,148	\$218,943	\$218,341	\$221,458	\$0	\$572,529	\$332,127	\$336,720	\$304,274	\$2,650,652
AMERICAN SAMOA											
ELDERLY/DISABILITIES PROGRAM	\$0	\$50,940	\$50,934	\$50,934	\$0	\$0	\$0	\$0	\$0	\$0	\$152,808
NON-URBANIZED FORMULA PRGM	0	47,210	24,081	23,898	75,771	117,138	24,081	117,868	200,804	108,156	739,007
RTAP	0	21,127	10,602	10,601	10,606	0	0	11,028	11,027	11,005	85,996
SUB-TOTAL	\$0	\$119,277	\$85,617	\$85,433	\$86,377	\$117,138	\$24,081	\$128,896	\$211,831	\$119,161	\$977,811
NORTHERN MARIANAS											
ELDERLY/DISABILITIES PROGRAM	\$50,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,490
NON-URBANIZED FORMULA PRGM	14,120	0	0	0	0	158,717	105,429	123,819	187,773	114,801	704,659
RTAP	0	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	\$64,610	\$0	\$0	\$0	\$0	\$158,717	\$105,429	\$123,819	\$187,773	\$114,801	\$755,149
GRAND TOTAL	\$293,722	\$766,094	\$625,922	\$3,516,447	\$523,334	\$537,961	\$7,051,091	\$2,254,802	\$1,029,060	\$805,661	\$17,404,094

WHERE AMOUNTS ARE NOT SHOWN FOR THE ELDERLY AND PERSONS WITH DISABILITIES PROGRAM OR RTAP, THE FUNDS WERE TRANSFERRED TO THE NON-URBANIZED FORMULA PROGRAM.

AMERICAN SAMOA - NO FUNDS WERE TRANSFERRED TO THE NON-URBANIZED FORMULA PROGRAM OR OBLIGATED IN FY 1993. THE \$24,081 SHOWN IS AN ADJUSTMENT TO A PRIOR YEAR OBLIGATION.

NO. MARIANAS - FY 1993 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM AND RTAP FUNDS WERE TRANSFERRED TO THE NON-URBANIZED AREA FORMULA PROGRAM AND OBLIGATED.

VIRGIN ISLANDS - FY 1993 OBLIGATIONS INCLUDE TRANSFER OF \$6,104,197 FROM FLEXIBLE FUNDS.
FY 1994 OBLIGATIONS INCLUDE TRANSFER OF \$1,380,750 FROM FLEXIBLE FUNDS.

TABLE 47

Federal Transit Administration - Office of Program Management

SUMMARY TABLE OF FLEXIBLE FUNDING TRANSFERS TO FTA / FHWA AND OBLIGATIONS

As of September 30, 1996 (In Millions of Dollars)

	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	CUMULATIVE
FHWA TRANSFERS TO FTA:						
CMAQ	177.0	298.4	317.0	484.1	344.6	1,621.1
STP	25.2	146.9	183.2	200.3	324.2	879.8
Interstate Substitute	100.0	0.1	83.3	83.3	81.0	347.7
FHWA Earmarks/FAUS	1.6	23.8	26.2	34.1	30.3	116.0
TOTAL TRANSFERS TO FTA.....	303.8	469.2	609.7	801.8	780.1	2,964.6
CARRYOVER FROM PREVIOUS YEAR (including recoveries/adjustments):						
CMAQ	n/a	55.8	65.8	98.2	88.4	
STP	n/a	4.4	25.3	113.6	33.6	
Interstate Substitute	n/a	0.0	0.0	0.0	0.0	
FHWA Earmarks/FAUS	n/a	0.0	9.9	20.2	4.9	
TOTAL CARRYOVER.....	n/a	60.2	101.0	232.0	126.9 *	
AVAILABLE TO FTA: (current year transfers + carryover):						
CMAQ	177.0	354.2	382.8	582.3	433.0	
STP	25.2	151.3	208.5	313.9	357.8	
Interstate Substitute	100.0	0.1	83.3	83.3	81.0	
FHWA Earmarks/FAUS	1.6	23.8	36.1	54.3	35.2	
TOTAL AVAILABLE TO FTA.....	303.8	529.4	710.7	1,033.8	907.0	
OBLIGATED BY FTA:						
CMAQ	121.2	289.0	259.7	494.4	337.9	1,502.2
STP	20.8	125.7	114.8	280.2	247.1	788.6
Interstate Substitute	100.0	0.1	83.3	83.3	81.0	347.7
FHWA Earmarks/FAUS	1.6	13.8	16.0	49.4	20.6	101.4
TOTAL OBLIGATED BY FTA.....	243.6	428.6	473.8	907.3	686.6	2,739.9
PENDING OBLIGATION (CARRYOVER):						
CMAQ	55.8	65.2	123.1	87.9	95.1	
STP	4.4	25.6	93.7	33.7	110.7	
Interstate Substitute	0.0	0.0	0.0	0.0	0.0	
FHWA Earmarks/FAUS	0.0	10.0	20.1	4.9	14.6	
TOTAL PENDING OBLIGATION.....	60.2	100.8	236.9	126.5	220.4	
FTA URBANIZED AREA FORMULA TRANSFERS TO FHWA:						
	0.0	0.0	0.0	2.2	11.4	13.6

FY 92 obligations represent 26 projects in 18 states.
FY 93 obligations represent 155 projects in 38 states.
FY 94 obligations represent 166 projects in 38 states.
FY 95 obligations represent 234 projects in 39 states.
FY 96 obligations represent 204 projects in 41 states.

* NOTE: Carryover includes current year recoveries/adjustments from prior year(s) obligations/transfers.

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	CMAQ	STP	OTHER	CUMULATIVE TOTAL	% OF TOTAL
ALABAMA	\$1,535,000	\$4,582,734		\$6,117,734	0.2%
ALASKA	5,891,428	3,144,863	248,388	9,284,679	0.3%
ARKANSAS		3,495,000		3,495,000	0.1%
ARIZONA	30,445,511	6,778,732		37,224,243	1.3%
CALIFORNIA	329,613,009	348,766,467	6,105,500	684,484,976	23.1%
COLORADO	1,800,000	1,736,000		3,536,000	0.1%
CONNECTICUT	27,869,600	11,812,382		39,681,982	1.3%
WASH. D.C.	32,731,236	31,268,000		63,999,236	2.2%
FLORIDA	22,428,110	1,233,750		23,661,860	0.8%
GEORGIA	5,913,221	9,893,739		15,806,960	0.5%
HAWAII		4,652,000		4,652,000	0.2%
IDAHO	7,883,011			7,883,011	0.3%
ILLINOIS	121,167,457	6,622,744		127,790,201	4.3%
INDIANA	10,377,385			10,377,385	0.4%
IOWA	2,057,555	818,741	107,996	2,984,292	0.1%
KENTUCKY	4,273,520	1,200,000		5,473,520	0.2%
LOUISIANA	1,300,000	11,668,048		12,968,048	0.4%
MAINE	5,274,744	2,425,083		7,699,827	0.3%
MARYLAND	23,712,000			23,712,000	0.8%
MASSACHUSETTS	140,730,145	3,086,948		143,817,093	4.9%
MICHIGAN	33,386,438	11,369,487		44,755,925	1.5%
MINNESOTA	9,136,267	9,767,907		18,904,174	0.6%
MISSOURI	14,835,675			14,835,675	0.5%
MONTANA	2,630,650			2,630,650	0.1%
NEBRASKA		400,000		400,000	0.0%
NEVADA	4,873,500			4,873,500	0.2%
NEW HAMPSHIRE	3,614,324	144,000		3,758,324	0.1%
NEW JERSEY	105,630,000	30,936,000	1,500,000	138,066,000	4.7%
NEW MEXICO	6,680,600	507,200		7,187,800	0.2%
NEW YORK	228,156,188	180,722,578	352,916,985	761,795,751	25.7%
NORTH CAROLINA		160,000		160,000	0.0%
OHIO	72,410,302	35,069,419		107,479,721	3.6%
OKLAHOMA	1,896,080			1,896,080	0.1%
OREGON	9,368,475	66,221,277		75,589,752	2.5%
PENNSYLVANIA	187,480,000	11,352,400	67,618,965	266,451,365	9.0%
RHODE ISLAND	5,932,412		24,687,998	30,620,410	1.0%
TENNESSEE	916,000	1,855,600		2,771,600	0.1%
TEXAS	74,548,669	4,210,699	10,625,156	89,384,524	3.0%
UTAH	4,473,020			4,473,020	0.2%
VERMONT	5,252,020	9,932,392		15,184,412	0.5%
VIRGINIA	24,457,400	39,184,124		63,641,524	2.1%
VIRGIN ISLANDS		7,484,947		7,484,947	0.3%
WASHINGTON	38,663,850	11,050,367		49,714,217	1.7%
WEST VIRGINIA	291,246			291,246	0.0%
WISCONSIN	11,406,753	6,120,000		17,526,753	0.6%
TOTAL	\$1,621,042,801	\$879,673,628	\$463,810,988	\$2,964,527,417	100.0%

NOTE: This table revised April 1997.

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	FY 1996			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA					
ALASKA	909,700	227,425		\$1,137,125	0.1%
ARKANSAS					
ARIZONA	5,549,400	1,000,000		6,549,400	0.8%
CALIFORNIA	106,787,367	164,788,506	1,239,100	272,814,973	35.0%
COLORADO	900,000			900,000	0.1%
CONNECTICUT		235,920		235,920	0.0%
WASH. D.C.	12,345,376			12,345,376	1.6%
FLORIDA	9,093,902			9,093,902	1.2%
GEORGIA	1,842,821	2,970,400		4,813,221	0.6%
HAWAII		977,000		977,000	0.1%
IDAHO	864,000			864,000	0.1%
ILLINOIS	33,636,440	910,600		34,547,040	4.4%
INDIANA	2,670,998			2,670,998	0.3%
IOWA	1,027,705	663,341		1,691,046	0.2%
KENTUCKY					
LOUISIANA	1,300,000	2,000,000		3,300,000	0.4%
MAINE	1,381,944	970,400		2,352,344	0.3%
MARYLAND	8,526,000			8,526,000	1.1%
MASSACHUSETTS	15,143,067	1,288,000		16,431,067	2.1%
MICHIGAN	1,792,800	6,058,160		7,850,960	1.0%
MINNESOTA		3,844,468		3,844,468	0.5%
MISSOURI	13,875,675			13,875,675	1.8%
MONTANA	1,469,504			1,469,504	0.2%
NEBRASKA					
NEVADA	4,303,500			4,303,500	0.6%
NEW HAMPSHIRE	2,070,752	144,000		2,214,752	0.3%
NEW JERSEY	34,630,000	15,300,000		49,930,000	6.4%
NEW MEXICO					
NEW YORK	41,686,428	54,755,334	81,523,384	177,965,146	22.8%
NORTH CAROLINA					
OHIO	4,887,768	9,421,000		14,308,768	1.8%
OKLAHOMA	556,080			556,080	0.1%
OREGON	793,000	40,530,000		41,323,000	5.3%
PENNSYLVANIA	3,434,000	248,000	10,621,056	14,303,056	1.8%
RHODE ISLAND	2,880,000		13,312,000	16,192,000	2.1%
TENNESSEE	276,000			276,000	0.0%
TEXAS	7,441,032	92,080	4,621,956	12,155,068	1.6%
UTAH	234,000			234,000	0.0%
VERMONT	2,466,700	399,760		2,866,460	0.4%
VIRGINIA	5,287,600	9,476,000		14,763,600	1.9%
VIRGIN ISLANDS					
WASHINGTON	11,968,959	7,896,599		19,865,558	2.5%
WEST VIRGINIA					
WISCONSIN	2,578,311			2,578,311	0.3%
TOTAL	\$344,610,829	\$324,196,993	\$111,317,496	\$780,125,318	100.0%

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	FY 1995			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA		\$120,000		\$120,000	0.0%
ALASKA	3,014,746	120,000		3,134,746	0.4%
ARKANSAS					
ARIZONA	6,506,700	2,000,350		8,507,050	1.1%
CALIFORNIA	65,460,754	72,196,273	2,833,600	140,490,627	17.5%
COLORADO	900,000	610,000		1,510,000	0.2%
CONNECTICUT		900,000		900,000	0.1%
WASH. D.C.		26,748,000		26,748,000	3.3%
FLORIDA	6,800,000			6,800,000	0.8%
GEORGIA	2,883,200	1,229,600		4,112,800	0.5%
HAWAII					
IDAHO	768,000			768,000	0.1%
ILLINOIS	13,576,800	5,025,144		18,601,944	2.3%
INDIANA	2,957,856			2,957,856	0.4%
IOWA	1,029,850	155,400		1,185,250	0.1%
KENTUCKY					
LOUISIANA		1,055,403		1,055,403	0.1%
MAINE		200,000		200,000	0.0%
MARYLAND	4,964,000			4,964,000	0.6%
MASSACHUSETTS	38,040,127	35,800		38,075,927	4.7%
MICHIGAN	15,620,238	1,562,327		17,182,565	2.1%
MINNESOTA		1,874,639		1,874,639	0.2%
MISSOURI					
MONTANA	320,346			320,346	0.0%
NEBRASKA					
NEVADA	570,000			570,000	0.1%
NEW HAMPSHIRE	453,140			453,140	0.1%
NEW JERSEY	27,000,000			27,000,000	3.4%
NEW MEXICO	3,271,000			3,271,000	0.4%
NEW YORK	35,471,200	40,561,688	83,300,000	159,332,888	19.9%
NORTH CAROLINA					
OHIO	39,827,748	7,976,478		47,804,226	6.0%
OKLAHOMA	540,000			540,000	0.1%
OREGON	55,400	13,604,357		13,659,757	1.7%
PENNSYLVANIA	165,980,000	7,822,400	27,943,800	201,746,200	25.2%
RHODE ISLAND	1,852,412		3,312,000	5,164,412	0.6%
TENNESSEE	640,000	496,000		1,136,000	0.1%
TEXAS	34,417,744	3,015,119		37,432,863	4.7%
UTAH	1,749,020			1,749,020	0.2%
VERMONT	1,967,360	2,258,800		4,226,160	0.5%
VIRGINIA	339,000	7,820,000		8,159,000	1.0%
VIRGIN ISLANDS					
WASHINGTON	4,551,095	914,020		5,465,115	0.7%
WEST VIRGINIA					
WISCONSIN	2,617,042	2,000,000		4,617,042	0.6%
TOTAL	\$484,144,778	\$200,301,798	\$117,389,400	\$801,835,976	100.0%

NOTE: This table revised April 1997.

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	FY 1994			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA		\$1,169,258		\$1,169,258	0.2%
ALASKA		2,797,438		2,797,438	0.5%
ARKANSAS		3,495,000		3,495,000	0.6%
ARIZONA	6,239,831	1,791,700		8,031,531	1.3%
CALIFORNIA	88,406,381	69,707,678	2,032,800	160,146,859	26.3%
COLORADO		924,000		924,000	0.2%
CONNECTICUT	8,442,400	1,840,000		10,282,400	1.7%
WASH. D.C.	12,901,000	4,520,000		17,421,000	2.9%
FLORIDA	2,078,400	633,750		2,712,150	0.4%
GEORGIA	1,187,200	110,000		1,297,200	0.2%
HAWAII		2,385,000		2,385,000	0.4%
IDAHO	1,501,545			1,501,545	0.2%
ILLINOIS	23,248,800	137,500		23,386,300	3.8%
INDIANA	2,297,771			2,297,771	0.4%
IOWA					
KENTUCKY	664,000			664,000	0.1%
LOUISIANA		7,859,000		7,859,000	1.3%
MAINE	3,892,800	1,254,683		5,147,483	0.8%
MARYLAND	1,232,000			1,232,000	0.2%
MASSACHUSETTS	29,066,951			29,066,951	4.8%
MICHIGAN	10,851,400	1,528,823		12,380,223	2.0%
MINNESOTA	2,400,000	878,400		3,278,400	0.5%
MISSOURI	640,000			640,000	0.1%
MONTANA					
NEBRASKA					
NEVADA					
NEW HAMPSHIRE	1,090,432			1,090,432	0.2%
NEW JERSEY	11,500,000	5,000,000	1,500,000	18,000,000	3.0%
NEW MEXICO	2,100,000	107,200		2,207,200	0.4%
NEW YORK	36,321,600	39,585,556	88,093,600	164,000,756	26.9%
NORTH CAROLINA					
OHIO	7,251,731	7,757,540		15,009,271	2.5%
OKLAHOMA				0	0.0%
OREGON	4,217,075	11,100,320		15,317,395	2.5%
PENNSYLVANIA	16,049,600	1,770,000	12,144,000	29,963,600	4.9%
RHODE ISLAND			3,312,000	3,312,000	0.5%
TENNESSEE		359,600		359,600	0.1%
TEXAS	25,305,880	971,500	2,465,600	28,742,980	4.7%
UTAH	90,000			90,000	0.0%
VERMONT	545,960	1,353,620		1,899,580	0.3%
VIRGINIA	5,891,800	9,032,280		14,924,080	2.4%
VIRGIN ISLANDS		1,380,750		1,380,750	0.2%
WASHINGTON	8,114,200	1,207,448		9,321,648	1.5%
WEST VIRGINIA					
WISCONSIN	3,428,000	2,520,000		5,948,000	1.0%
TOTAL	\$316,956,757	\$183,178,044	\$109,548,000	\$609,682,801	100.0%

NOTE: This table revised April 1997.

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	FY 1993			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA	\$1,535,000	\$2,792,000		\$4,327,000	0.9%
ALASKA	1,966,982			1,966,982	0.4%
ARKANSAS					
ARIZONA	6,449,580	1,386,682		7,836,262	1.7%
CALIFORNIA	55,629,707	39,932,010		95,561,717	20.4%
COLORADO		202,000		202,000	0.0%
CONNECTICUT	1,467,210	8,774,630		10,241,840	2.2%
WASH. D.C.	2,884,860			2,884,860	0.6%
FLORIDA	4,455,808	600,000		5,055,808	1.1%
GEORGIA		5,188,784		5,188,784	1.1%
HAWAII		1,290,000		1,290,000	0.3%
IDAHO	3,879,466			3,879,466	0.8%
ILLINOIS	35,905,417	549,500		36,454,917	7.8%
INDIANA	2,450,760			2,450,760	0.5%
IOWA			107,996	107,996	0.0%
KENTUCKY	3,609,520	1,200,000		4,809,520	1.0%
LOUISIANA		753,645		753,645	0.2%
MAINE					
MARYLAND	5,690,000			5,690,000	1.2%
MASSACHUSETTS	31,280,000	1,763,148		33,043,148	7.0%
MICHIGAN	5,122,000	2,220,177		7,342,177	1.6%
MINNESOTA	6,736,267	3,170,400		9,906,667	2.1%
MISSOURI	320,000			320,000	0.1%
MONTANA	840,800			840,800	0.2%
NEBRASKA					
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY	2,500,000	6,636,000		9,136,000	1.9%
NEW MEXICO	1,309,600	400,000		1,709,600	0.4%
NEW YORK	78,026,960	32,470,000		110,496,960	23.6%
NORTH CAROLINA		160,000		160,000	0.0%
OHIO	8,295,055	8,615,424		16,910,479	3.6%
OKLAHOMA	800,000			800,000	0.2%
OREGON	4,303,000	986,600		5,289,600	1.1%
PENNSYLVANIA	2,016,400	1,112,000	16,910,109	20,038,509	4.3%
RHODE ISLAND	1,200,000		3,356,430	4,556,430	1.0%
TENNESSEE		1,000,000		1,000,000	0.2%
TEXAS	7,384,013	132,000	3,537,600	11,053,613	2.4%
UTAH	2,400,000			2,400,000	0.5%
VERMONT	272,000	5,530,212		5,802,212	1.2%
VIRGINIA	4,875,000	12,855,844		17,730,844	3.8%
VIRGIN ISLANDS		6,104,197		6,104,197	1.3%
WASHINGTON	14,029,596	1,032,300		15,061,896	3.2%
WEST VIRGINIA	291,246			291,246	0.1%
WISCONSIN	465,000			465,000	0.1%
TOTAL	\$298,391,247	\$146,857,553	\$23,912,135	\$469,160,935	100.0%

TABLE 47-1

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS
BY CMAQ, STP, AND OTHER**

STATE	FY 1992		OTHER	TOTAL	% OF TOTAL
	CMAQ	STP			
ALABAMA		\$501,476		\$501,476	0.2%
ALASKA			248,388	248,388	0.1%
ARKANSAS					
ARIZONA	5,700,000	600,000		6,300,000	2.1%
CALIFORNIA	13,328,800	2,142,000		15,470,800	5.1%
COLORADO					
CONNECTICUT	17,959,990	61,832		18,021,822	5.9%
WASH. D.C.	4,600,000			4,600,000	1.5%
FLORIDA					
GEORGIA		394,955		394,955	0.1%
HAWAII					
IDAHO	870,000			870,000	0.3%
ILLINOIS	14,800,000			14,800,000	4.9%
INDIANA					
IOWA					
KENTUCKY					
LOUISIANA					
MAINE					
MARYLAND	3,300,000			3,300,000	1.1%
MASSACHUSETTS	27,200,000			27,200,000	9.0%
MICHIGAN					
MINNESOTA					
MISSOURI					
MONTANA					
NEBRASKA		400,000		400,000	0.1%
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY	30,000,000	4,000,000		34,000,000	11.2%
NEW MEXICO					
NEW YORK	36,650,000	13,350,000	100,000,001	150,000,001	49.4%
NORTH CAROLINA					
OHIO	12,148,000	1,298,977		13,446,977	4.4%
OKLAHOMA					
OREGON					
PENNSYLVANIA		400,000		400,000	0.1%
RHODE ISLAND			1,395,568	1,395,568	0.5%
TENNESSEE					
TEXAS					
UTAH					
VERMONT		390,000		390,000	0.1%
VIRGINIA	8,064,000			8,064,000	2.7%
VIRGIN ISLANDS					
WASHINGTON					
WEST VIRGINIA					
WISCONSIN	2,318,400	1,600,000		3,918,400	1.3%
TOTAL	\$176,939,190	\$25,139,240	\$101,643,957	\$303,722,387	100.0%

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER

STATE	CMAQ	STP	OTHER	CUMULATIVE TOTAL	% OF TOTAL
ALABAMA	\$1,916,365	\$6,297,369		\$8,213,734	0.3%
ALASKA	5,891,428	3,144,863	248,388	9,284,679	0.3%
ARKANSAS		3,495,000		3,495,000	0.1%
ARIZONA	30,445,511	5,778,732		36,224,243	1.3%
CALIFORNIA	252,978,157	277,233,663	6,105,500	536,317,320	19.6%
COLORADO	1,800,000	1,736,000		3,536,000	0.1%
CONNECTICUT	27,869,600	11,812,380		39,681,980	1.4%
WASH. D.C.	34,486,236	31,228,600		65,714,836	2.4%
FLORIDA	17,032,152	1,233,750		18,265,902	0.7%
GEORGIA	4,686,204	6,923,339		11,609,543	0.4%
HAWAII		4,652,000		4,652,000	0.2%
IDAHO	7,763,011	0		7,763,011	0.3%
ILLINOIS	117,743,057	6,611,694		124,354,751	4.5%
INDIANA	6,179,987	0		6,179,987	0.2%
IOWA	2,057,555	818,741	107,996	2,984,292	0.1%
KENTUCKY	4,273,520	1,200,000		5,473,520	0.2%
LOUISIANA	1,300,000	12,268,048		13,568,048	0.5%
MAINE	2,074,968	2,303,512		4,378,480	0.2%
MARYLAND	23,712,000	0		23,712,000	0.9%
MASSACHUSETTS	134,745,856	3,307,096		138,052,952	5.0%
MICHIGAN	33,166,122	11,215,187		44,381,309	1.6%
MINNESOTA	9,136,267	9,767,904		18,904,171	0.7%
MISSOURI	7,805,915			7,805,915	0.3%
MONTANA	2,630,650			2,630,650	0.1%
NEBRASKA		415,076		415,076	0.0%
NEVADA	4,845,000			4,845,000	0.2%
NEW HAMPSHIRE	1,723,816	144,000		1,867,816	0.1%
NEW JERSEY	105,630,000	27,561,000	1,500,000	134,691,000	4.9%
NEW MEXICO	3,680,600	507,200		4,187,800	0.2%
NEW YORK	228,017,560	174,421,681	352,916,985	755,356,226	27.6%
NORTH CAROLINA		164,000		164,000	0.0%
OHIO	72,310,302	35,019,581		107,329,883	3.9%
OKLAHOMA	2,318,000	0		2,318,000	0.1%
OREGON	9,368,475	58,158,277		67,526,752	2.5%
PENNSYLVANIA	186,598,000	11,212,936	67,618,965	265,429,901	9.7%
RHODE ISLAND	5,744,920		14,687,996	20,432,916	0.7%
TENNESSEE	816,000	1,535,600		2,351,600	0.1%
TEXAS	71,830,197	3,595,210	6,003,200	81,428,607	3.0%
UTAH	4,473,020			4,473,020	0.2%
VERMONT	4,852,020	10,980,912		15,832,932	0.6%
VIRGINIA	23,534,600	39,184,124		62,718,724	2.3%
VIRGIN ISLANDS		7,484,947		7,484,947	0.3%
WASHINGTON	37,585,094	10,855,367		48,440,461	1.8%
WEST VIRGINIA	291,246			291,246	0.0%
WISCONSIN	8,943,914	6,120,000		15,063,914	0.5%
NATIONAL TOTAL	\$1,502,257,325	\$788,387,789	\$449,189,030	\$2,739,834,144	100.0%

Cumulative obligations may exceed cumulative transfers due to recoveries/re-obligations.

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER

STATE	FY 1996			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA	\$381,365	\$1,714,635		\$2,096,000	0.3%
ALASKA	909,700	227,425		1,137,125	0.2%
ARKANSAS					
ARIZONA	5,549,400			5,549,400	0.8%
CALIFORNIA	67,469,493	84,422,542	6,105,500	157,997,535	23.0%
COLORADO	900,000			900,000	0.1%
CONNECTICUT		2,855,920		2,855,920	0.4%
WASH. D.C.	18,620,376	14,748,000		33,368,376	4.9%
FLORIDA	3,697,944			3,697,944	0.5%
GEORGIA	615,804			615,804	0.1%
HAWAII		977,000		977,000	0.1%
IDAHO	744,000			744,000	0.1%
ILLINOIS	33,156,440	1,042,550		34,198,990	5.0%
INDIANA	1,197,856			1,197,856	0.2%
IOWA	1,027,705	663,341		1,691,046	0.2%
KENTUCKY	320,000			320,000	0.0%
LOUISIANA	1,300,000	1,000,000		2,300,000	0.3%
MAINE	498,756	850,400		1,349,156	0.2%
MARYLAND	8,526,000			8,526,000	1.2%
MASSACHUSETTS	12,110,115	1,543,948		13,654,063	2.0%
MICHIGAN	9,126,576	6,058,160		15,184,736	2.2%
MINNESOTA		3,844,465		3,844,465	0.6%
MISSOURI	6,845,915			6,845,915	1.0%
MONTANA	1,469,504			1,469,504	0.2%
NEBRASKA					
NEVADA	4,303,500			4,303,500	0.6%
NEW HAMPSHIRE	883,200	144,000		1,027,200	0.1%
NEW JERSEY	37,830,000	15,300,000		53,130,000	7.7%
NEW MEXICO	311,413			311,413	0.0%
NEW YORK	40,320,800	49,681,437	81,523,384	171,525,621	25.0%
NORTH CAROLINA		4,000		4,000	0.0%
OHIO	6,421,568	9,403,300		15,824,868	2.3%
OKLAHOMA	890,000			890,000	0.1%
OREGON	793,000	32,467,000		33,260,000	4.8%
PENNSYLVANIA	2,952,000	728,000	10,621,856	14,301,856	2.1%
RHODE ISLAND	2,692,508		3,312,000	6,004,508	0.9%
TENNESSEE	176,000			176,000	0.0%
TEXAS	45,537,704	778,210		46,315,914	6.7%
UTAH	234,000			234,000	0.0%
VERMONT	3,586,700	1,448,283		5,034,983	0.7%
VIRGINIA	5,516,600	9,476,000		14,992,600	2.2%
VIRGIN ISLANDS					0.0%
WASHINGTON	10,890,203	7,701,599		18,591,802	2.7%
WEST VIRGINIA					
WISCONSIN	115,472			115,472	0.0%
TOTAL	\$337,921,617	\$247,080,215	\$101,562,740	\$686,564,572	100.0%

NOTE: This table revised April 1997.

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER**

STATE	FY 1995			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA	\$100,000	\$524,958		\$624,958	0.1%
ALASKA	3,014,746	120,000		3,134,746	0.3%
ARKANSAS					
ARIZONA	12,746,531	2,000,350		14,746,881	1.6%
CALIFORNIA	104,323,669	145,848,956		250,172,625	27.6%
COLORADO	900,000	610,000		1,510,000	0.2%
CONNECTICUT					
WASH. D.C.		12,000,000		12,000,000	1.3%
FLORIDA	6,800,000	1,233,750		8,033,750	0.9%
GEORGIA	2,883,200	1,229,600		4,112,800	0.5%
HAWAII		2,385,000		2,385,000	0.3%
IDAHO	768,000			768,000	0.1%
ILLINOIS	11,112,800	4,892,144		16,004,944	1.8%
INDIANA	617,960			617,960	0.1%
IOWA	1,029,850	155,400		1,185,250	0.1%
KENTUCKY					
LOUISIANA		2,655,403		2,655,403	0.3%
MAINE	716,212	800,000		1,516,212	0.2%
MARYLAND	4,964,000			4,964,000	0.5%
MASSACHUSETTS	36,980,141			36,980,141	4.1%
MICHIGAN	13,303,746	1,562,327		14,866,073	1.6%
MINNESOTA		1,874,639		1,874,639	0.2%
MISSOURI	640,000			640,000	0.1%
MONTANA	320,346			320,346	0.0%
NEBRASKA		15,076		15,076	0.0%
NEVADA	541,500			541,500	0.1%
NEW HAMPSHIRE	413,384			413,384	0.0%
NEW JERSEY	27,500,000	5,000,000		32,500,000	3.6%
NEW MEXICO	271,000			271,000	0.0%
NEW YORK	36,698,200	40,561,688	83,300,000	160,559,888	17.7%
NORTH CAROLINA					
OHIO	40,282,386	7,970,890		48,253,276	5.3%
OKLAHOMA	628,000			628,000	0.1%
OREGON	55,400	24,625,957		24,681,357	2.7%
PENNSYLVANIA	165,580,000	7,522,936	41,541,109	214,644,045	23.7%
RHODE ISLAND	1,852,412		3,312,000	5,164,412	0.6%
TENNESSEE	640,000	176,000		816,000	0.1%
TEXAS	6,358,542	2,685,000	4,545,600	13,589,142	1.5%
UTAH	1,749,020			1,749,020	0.2%
VERMONT	567,360	2,558,800		3,126,160	0.3%
VIRGINIA	2,829,000	8,300,000		11,129,000	1.2%
VIRGIN ISLANDS					
WASHINGTON	4,551,095	914,020		5,465,115	0.6%
WEST VIRGINIA					
WISCONSIN	2,617,042	2,000,000		4,617,042	0.5%
TOTAL	\$494,355,542	\$280,222,894	\$132,698,709	\$907,277,145	100.0%

NOTE: This table revised April 1997.

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER**

STATE	FY 1994			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA		\$764,300		\$764,300	0.2%
ALASKA		2,797,438		2,797,438	0.6%
ARKANSAS		3,495,000		3,495,000	0.7%
ARIZONA		1,791,700		1,791,700	0.4%
CALIFORNIA	30,470,428	11,294,230		41,764,658	8.8%
COLORADO		986,000		986,000	0.2%
CONNECTICUT	8,442,400	8,894,628		17,337,028	3.7%
WASH. D.C.	11,265,860	4,480,600		15,746,460	3.3%
FLORIDA	2,078,400			2,078,400	0.4%
GEORGIA	1,187,200	110,000		1,297,200	0.3%
HAWAII					
IDAHO	2,353,545			2,353,545	0.5%
ILLINOIS	22,768,800	137,500		22,906,300	4.8%
INDIANA	2,996,171			2,996,171	0.6%
IOWA					
KENTUCKY	344,000	1,200,000		1,544,000	0.3%
LOUISIANA		7,859,000		7,859,000	1.7%
MAINE	860,000	653,112		1,513,112	0.3%
MARYLAND	1,232,000			1,232,000	0.3%
MASSACHUSETTS	52,018,480			52,018,480	11.0%
MICHIGAN	8,749,800	2,492,363		11,242,163	2.4%
MINNESOTA	4,800,000	878,400		5,678,400	1.2%
MISSOURI					
MONTANA					
NEBRASKA					
NEVADA					
NEW HAMPSHIRE	427,232			427,232	0.1%
NEW JERSEY	10,300,000	3,261,000	1,500,000	15,061,000	3.2%
NEW MEXICO	2,100,000	107,200		2,207,200	0.5%
NEW YORK	36,321,600	38,358,556	88,093,600	162,773,756	34.4%
NORTH CAROLINA					
OHIO	5,464,293	7,826,390		13,290,683	2.8%
OKLAHOMA	400,000			400,000	0.1%
OREGON	4,217,075	100,320		4,317,395	0.9%
PENNSYLVANIA	16,568,000	1,738,000	6,348,000	24,654,000	5.2%
RHODE ISLAND			3,356,428	3,356,428	0.7%
TENNESSEE		759,600		759,600	0.2%
TEXAS	14,021,013			14,021,013	3.0%
UTAH	90,000			90,000	0.0%
VERMONT	545,960	1,053,620		1,599,580	0.3%
VIRGINIA	7,805,000	8,552,280		16,357,280	3.5%
VIRGIN ISLANDS		1,380,750		1,380,750	0.3%
WASHINGTON	8,114,200	1,207,448		9,321,648	2.0%
WEST VIRGINIA					
WISCONSIN	3,893,000	2,520,000		6,413,000	1.4%
TOTAL	\$259,834,457	\$114,699,435	\$99,298,028	\$473,831,920	100.0%

NOTE: This table revised April 1997.

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER**

STATE	FY 1993			TOTAL	% OF TOTAL
	CMAQ	STP	OTHER		
ALABAMA	\$1,435,000	\$2,792,000		\$4,227,000	1.0%
ALASKA	1,966,982			1,966,982	0.5%
ARKANSAS					
ARIZONA	12,149,580	1,386,682		13,536,262	3.2%
CALIFORNIA	41,445,567	33,936,935		75,382,502	17.6%
COLORADO		140,000		140,000	0.0%
CONNECTICUT	5,253,600			5,253,600	1.2%
WASH. D.C.					
FLORIDA	4,455,808			4,455,808	1.0%
GEORGIA		5,188,784		5,188,784	1.2%
HAWAII		1,290,000		1,290,000	0.3%
IDAHO	3,897,466			3,897,466	0.9%
ILLINOIS	39,805,017	539,500		40,344,517	9.4%
INDIANA	1,368,000			1,368,000	0.3%
IOWA			107,996	107,996	0.0%
KENTUCKY	3,609,520			3,609,520	0.8%
LOUISIANA		753,645		753,645	0.2%
MAINE					
MARYLAND	5,690,000			5,690,000	1.3%
MASSACHUSETTS	9,637,120	1,763,148		11,400,268	2.7%
MICHIGAN	1,986,000	1,102,337		3,088,337	0.7%
MINNESOTA	4,336,267	3,170,400		7,506,667	1.8%
MISSOURI	320,000			320,000	0.1%
MONTANA	840,800			840,800	0.2%
NEBRASKA					
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY	30,000,000	4,000,000		34,000,000	7.9%
NEW MEXICO	998,187	400,000		1,398,187	0.3%
NEW YORK	78,026,960	32,470,000		110,496,960	25.8%
NORTH CAROLINA		160,000		160,000	0.0%
OHIO	7,994,055	8,520,024		16,514,079	3.9%
OKLAHOMA	400,000			400,000	0.1%
OREGON	4,303,000	965,000		5,268,000	1.2%
PENNSYLVANIA	1,498,000	824,000	9,108,000	11,430,000	2.7%
RHODE ISLAND	1,200,000		3,312,000	4,512,000	1.1%
TENNESSEE		600,000		600,000	0.1%
TEXAS	5,912,938	132,000	1,457,600	7,502,538	1.8%
UTAH	2,400,000			2,400,000	0.6%
VERMONT	152,000	5,530,209		5,682,209	1.3%
VIRGINIA	1,240,000	12,855,844		14,095,844	3.3%
VIRGIN ISLANDS		6,104,197		6,104,197	1.4%
WASHINGTON	14,029,596	1,032,300		15,061,896	3.5%
WEST VIRGINIA	291,246			291,246	0.1%
WISCONSIN	2,318,400			2,318,400	0.5%
TOTAL	\$288,961,109	\$125,657,005	\$13,985,596	\$428,603,710	100.0%

TABLE 47-2

FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1996 FLEXIBLE FUND OBLIGATIONS
BY CMAQ, STP, AND OTHER**

STATE	FY 1992				% OF TOTAL
	CMAQ	STP	OTHER	TOTAL	
ALABAMA		\$501,476		\$501,476	0.2%
ALASKA			248,388	248,388	0.1%
ARKANSAS					
ARIZONA		600,000		600,000	0.2%
CALIFORNIA	9,269,000	1,731,000		11,000,000	4.5%
COLORADO					
CONNECTICUT	14,173,600	61,832		14,235,432	5.8%
WASH. D.C.	4,600,000			4,600,000	1.9%
FLORIDA					
GEORGIA		394,955		394,955	0.2%
HAWAII					
IDAHO					
ILLINOIS	10,900,000			10,900,000	4.5%
INDIANA					
IOWA					
KENTUCKY					
LOUISIANA					
MAINE					
MARYLAND	3,300,000			3,300,000	1.4%
MASSACHUSETTS	24,000,000			24,000,000	9.9%
MICHIGAN					
MINNESOTA					
MISSOURI					
MONTANA					
NEBRASKA		400,000		400,000	0.2%
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY					
NEW MEXICO					
NEW YORK	36,650,000	13,350,000	100,000,001	150,000,001	61.6%
NORTH CAROLINA					0.0%
OHIO	12,148,000	1,298,977		13,446,977	5.5%
OKLAHOMA					
OREGON					
PENNSYLVANIA		400,000		400,000	0.2%
RHODE ISLAND			1,395,568	1,395,568	0.6%
TENNESSEE					
TEXAS					
UTAH					
VERMONT		390,000		390,000	0.2%
VIRGINIA	6,144,000			6,144,000	2.5%
VIRGIN ISLANDS					
WASHINGTON					
WEST VIRGINIA					
WISCONSIN		1,600,000		1,600,000	0.7%
TOTAL	\$121,184,600	\$20,728,240	\$101,643,957	\$243,556,797	100.0%

NOTE: This table revised April 1997.

CUMULATIVE FLEX FUND OBLIGATIONS

Fiscal Years 1992 - 96

Figure 47-2

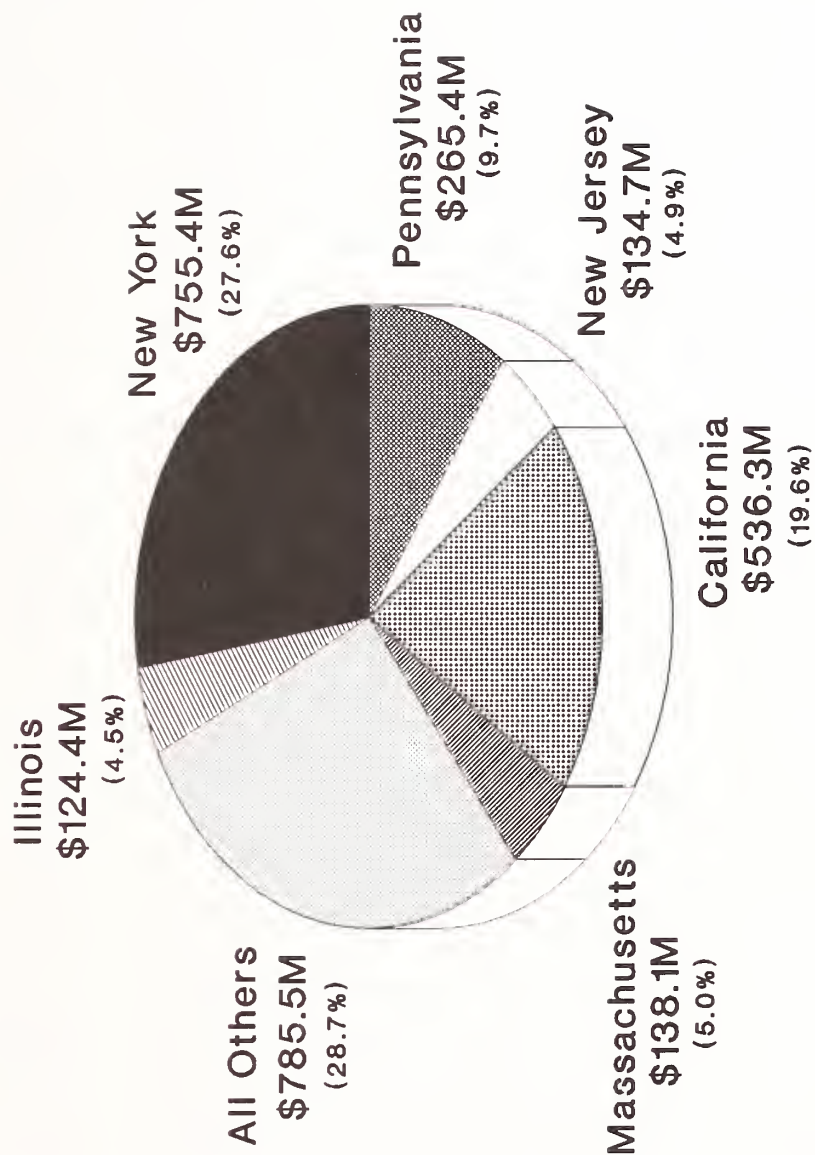


TABLE 47-3
FEDERAL TRANSIT ADMINISTRATION

FY 1992 - FY 1996 FLEXIBLE FUND TRANSFERS TO FTA BY STATE

STATE	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	CUMULATIVE	% OF TOTAL
ALABAMA	\$501,476	\$4,327,000	\$1,169,258	\$120,000		\$6,117,734	0.2%
ALASKA	248,388	1,966,982	2,797,438	3,134,746	\$1,137,125	9,284,679	0.3%
ARKANSAS			3,495,000			3,495,000	0.1%
ARIZONA	6,300,000	7,836,262	8,031,531	8,507,050	6,549,400	37,224,243	1.3%
CALIFORNIA	15,470,800	95,561,717	160,146,859	140,490,627	272,814,973	684,484,976	23.1%
COLORADO		202,000	924,000	1,510,000	900,000	3,536,000	0.1%
CONNECTICUT	18,021,822	10,241,840	10,282,400	900,000	235,920	39,681,982	1.3%
WASH. D.C.	4,600,000	2,884,860	17,421,000	26,748,000	12,345,376	63,999,236	2.2%
FLORIDA		5,055,808	2,712,150	6,800,000	9,093,902	23,661,860	0.8%
GEORGIA	394,955	5,188,784	1,297,200	4,112,800	4,813,221	15,806,960	0.5%
HAWAII		1,290,000	2,385,000		977,000	4,652,000	0.2%
IDAHO	870,000	3,879,466	1,501,545	768,000	864,000	7,883,011	0.3%
ILLINOIS	14,800,000	36,454,917	23,386,300	18,601,944	34,547,040	127,790,201	4.3%
INDIANA		2,450,760	2,297,771	2,957,856	2,670,998	10,377,385	0.4%
IOWA		107,996		1,185,250	1,691,046	2,984,292	0.1%
KENTUCKY		4,809,520	664,000			5,473,520	0.2%
LOUISIANA		753,645	7,859,000	1,055,403	3,300,000	12,968,048	0.4%
MAINE			5,147,483	200,000	2,352,344	7,699,827	0.3%
MARYLAND	3,300,000	5,690,000	1,232,000	4,964,000	8,526,000	23,712,000	0.8%
MASSACHUSETTS	27,200,000	33,043,148	29,066,951	38,075,927	16,431,067	143,817,093	4.9%
MICHIGAN		7,342,177	12,380,223	17,182,565	7,850,960	44,755,925	1.5%
MINNESOTA		9,906,667	3,278,400	1,874,639	3,844,468	18,904,174	0.6%
MISSOURI		320,000	640,000		13,875,675	14,835,675	0.5%
MONTANA		840,800		320,346	1,469,504	2,630,650	0.1%
NEBRASKA	400,000					400,000	0.0%
NEVADA				570,000	4,303,500	4,873,500	0.2%
NEW HAMPSHIRE			1,090,432	453,140	2,214,752	3,758,324	0.1%
NEW JERSEY	34,000,000	9,136,000	18,000,000	27,000,000	49,930,000	138,066,000	4.7%
NEW MEXICO		1,709,600	2,207,200	3,271,000		7,187,800	0.2%
NEW YORK	150,000,001	110,496,960	164,000,756	159,332,888	177,965,146	761,795,751	25.7%
NORTH CAROLINA		160,000				160,000	0.0%
OHIO	13,446,977	16,910,479	15,009,271	47,804,226	14,308,768	107,479,721	3.6%
OKLAHOMA		800,000		540,000	556,080	1,896,080	0.1%
OREGON		5,289,600	15,317,395	13,659,757	41,323,000	75,589,752	2.5%
PENNSYLVANIA	400,000	20,038,509	29,963,600	201,746,200	14,303,056	266,451,365	9.0%
RHODE ISLAND	1,395,568	4,556,430	3,312,000	5,164,412	16,192,000	30,620,410	1.0%
TENNESSEE		1,000,000	359,600	1,136,000	276,000	2,771,600	0.1%
TEXAS		11,053,613	28,742,980	37,432,863	12,155,068	89,384,524	3.0%
UTAH		2,400,000	90,000	1,749,020	234,000	4,473,020	0.2%
VERMONT	390,000	5,802,212	1,899,580	4,226,160	2,866,460	15,184,412	0.5%
VIRGINIA	8,064,000	17,730,844	14,924,080	8,159,000	14,763,600	63,641,524	2.1%
VIRGIN ISLANDS		6,104,197	1,380,750			7,484,947	0.3%
WASHINGTON		15,061,896	9,321,648	5,465,115	19,865,558	49,714,217	1.7%
WEST VIRGINIA		291,246				291,246	0.0%
WISCONSIN	3,918,400	465,000	5,948,000	4,617,042	2,578,311	17,526,753	0.6%
TOTAL	\$303,722,387	\$469,160,935	\$609,682,801	\$801,835,976	\$780,125,318	\$2,964,527,417	100.0%

TABLE 47-4
FLEX FUND OBLIGATIONS, BY UZA
(Fiscal Years 1992 - 1996)

UZA	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL OBLIGATED
AK-Anchorage	248,388	0	2,554,438	3,014,746	909,700	6,727,272
AK-DOT	0	1,966,982	243,000	0	227,425	2,437,407
AK-Juneau	0	0	0	120,000	0	120,000
Subtotal (AK)	248,388	1,966,982	2,797,438	3,134,746	1,137,125	9,284,679
AL-Birmingham	0	4,227,000	0	220,000	1,742,968	6,189,968
AL-DOT	0	0	184,000	404,958	353,032	941,990
AL-Montgomery	501,476	0	580,300	0	0	1,081,776
Subtotal (AL)	501,476	4,227,000	764,300	624,958	2,096,000	8,213,734
AR-Little Rock	0	0	3,495,000	0	0	3,495,000
Subtotal (AR)	0	0	3,495,000	0	0	3,495,000
AZ-Phoenix	0	12,149,580	0	14,416,831	5,549,400	32,115,811
AZ-Tucson	600,000	1,386,682	1,791,700	330,050	0	4,108,432
Subtotal (AZ)	600,000	13,536,262	1,791,700	14,746,881	5,549,400	36,224,243
CA-Bakersfield	0	1,360,000	1,300,890	492,000	3,408,294	6,561,184
CA-Davis	0	0	88,530	0	0	88,530
CA-DOT	0	0	2,888,417	9,168,657	7,820,260	19,877,334
CA-Fairfield	0	0	0	0	8,615,500	8,615,500
CA-Fresno	0	4,343,000	0	2,054,400	0	6,397,400
CA-Lancaster	0	0	1,840,000	0	0	1,840,000
CA-Lompac	0	0	988,000	0	0	988,000
CA-Los Angeles	0	24,998,900	770,000	187,637,400	58,125,000	271,531,300
CA-Los Angeles/Grdna	0	0	0	288,000	0	288,000
CA-Napa	0	1,115,100	0	0	0	1,115,100
CA-Oxnard	0	4,221,450	3,987,817	2,582,000	1,138,000	11,929,267
CA-Oxnard/Ventura	0	0	0	157,500	0	157,500
CA-Palm Springs	0	400,000	0	0	0	400,000
CA-Riverside	0	264,727	1,242,346	0	0	1,507,073
CA-Sacramento	1,200,000	6,195,314	13,477,040	1,828,726	1,505,869	24,206,949
CA-Salinas	0	1,268,500	0	0	0	1,268,500
CA-San Bernadino	0	0	0	1,097,525	0	1,097,525
CA-San Diego	9,800,000	2,181,600	1,766,800	1,887,267	869,557	16,505,224
CA-San Francisco	0	16,120,000	9,501,330	31,673,400	59,150,967	116,445,697
CA-San Jose	0	0	0	10,521,750	15,034,000	25,555,750
CA-San Luis	0	788,276	0	0	0	788,276
CA-Santa Barbara	0	523,035	0	0	304,000	827,035
CA-Santa Clara	0	3,600,000	0	0	0	3,600,000
CA-Santa Cruz	0	177,000	1,086,000	0	0	1,263,000
CA-Santa Maria	0	0	156,000	0	0	156,000
CA-Santa Rosa	0	0	800,000	400,000	0	1,200,000
CA-Simi Valley	0	0	70,800	0	354,000	424,800
CA-Sonoma	0	3,520,000	0	0	0	3,520,000
CA-Stockton	0	3,753,600	1,800,688	384,000	1,672,088	7,610,376
CA-Victorville	0	552,000	0	0	0	552,000
Subtotal (CA)	11,000,000	75,382,502	41,764,658	250,172,625	157,997,535	536,317,320
CO-Denver	0	0	986,000	1,510,000	900,000	3,396,000
CO-DOT	0	140,000	0	0	0	140,000
Subtotal (CO)	0	140,000	986,000	1,510,000	900,000	3,536,000
CT-DOT	14,173,600	5,253,600	8,774,628	0	235,920	28,437,748
CT-Hartford	61,832	0	120,000	0	200,000	381,832
CT-Norwalk	0	0	8,442,400	0	2,420,000	10,862,400
Subtotal (CT)	14,235,432	5,253,600	17,337,028	0	2,855,920	39,681,980
DC-WMATA	4,600,000	0	15,746,460	12,000,000	33,368,376	65,714,836
Subtotal (DC)	4,600,000	0	15,746,460	12,000,000	33,368,376	65,714,836
FL-DOT	0	0	0	633,750	0	633,750
FL-Miami	0	0	0	0	3,653,750	3,653,750
FL-Orlando	0	0	0	600,000	0	600,000
FL-St. Petersburg	0	0	0	0	44,194	44,194
FL-Tampa	0	4,455,808	2,078,400	6,800,000	0	13,334,208
Subtotal (FL)	0	4,455,808	2,078,400	8,033,750	3,697,944	18,265,902

TABLE 47-4
FLEX FUND OBLIGATIONS, BY UZA
(Fiscal Years 1992 - 1996)

UZA	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL OBLIGATED
GA-Athens	394,955	0	0	0	0	394,955
GA-Atlanta	0	3,816,000	1,187,200	4,112,800	615,804	9,731,804
GA-DOT	0	1,372,784	110,000	0	0	1,482,784
Subtotal (GA)	394,955	5,188,784	1,297,200	4,112,800	615,804	11,609,543
HI- DOT	0	1,290,000	0	2,385,000	977,000	4,652,000
Subtotal (HI)	0	1,290,000	0	2,385,000	977,000	4,652,000
IA-Des Moines	0	0	0	1,185,250	960,000	2,145,250
IA-DOT	0	0	0	0	203,341	203,341
IA-Sioux City	0	0	0	0	527,705	527,705
IA-Waterloo	0	107,996	0	0	0	107,996
Subtotal (IA)	0	107,996	0	1,185,250	1,691,046	2,984,292
ID-Boise	0	2,637,200	996,000	264,000	744,000	4,641,200
ID-DOT	0	1,260,266	805,600	0	0	2,065,866
ID-Pocatello	0	0	551,945	504,000	0	1,055,945
Subtotal (ID)	0	3,897,466	2,353,545	768,000	744,000	7,763,011
IL-Chicago	10,900,000	40,344,517	22,906,300	13,898,944	33,283,790	121,333,551
IL-DOT	0	0	0	450,000	0	450,000
IL-St. Louis, MO	0	0	0	1,656,000	915,200	2,571,200
Subtotal (IL)	10,900,000	40,344,517	22,906,300	16,004,944	34,198,990	124,354,751
IN-Gary	0	0	1,082,760	0	0	1,082,760
IN-Indianapolis	0	0	1,442,000	296,760	0	1,738,760
IN-NWIN	0	1,368,000	0	321,200	1,197,856	2,887,056
IN-South Bend	0	0	471,411	0	0	471,411
Subtotal (IN)	0	1,368,000	2,996,171	617,960	1,197,856	6,179,987
KY-Ashland	0	0	344,000	0	0	344,000
KY-Louisville	0	3,609,520	1,200,000	0	320,000	5,129,520
Subtotal (KY)	0	3,609,520	1,544,000	0	320,000	5,473,520
LA-Baton Rouge	0	0	0	0	1,300,000	1,300,000
LA-New Orleans	0	0	6,600,000	1,600,000	1,000,000	9,200,000
LA-Shreveport	0	753,645	1,259,000	1,055,403	0	3,068,048
Subtotal (LA)	0	753,645	7,859,000	2,655,403	2,300,000	13,568,048
MA-Boston	24,000,000	11,203,148	47,990,000	29,462,937	7,423,148	120,079,233
MA-Brockton	0	0	3,008,400	0	0	3,008,400
MA-DOT	0	0	110,400	2,170,324	2,476,935	4,757,659
MA-Springfield	0	0	0	3,200,000	2,065,980	5,265,980
MA-Worcester	0	197,120	909,680	2,146,880	1,688,000	4,941,680
Subtotal (MA)	24,000,000	11,400,268	52,018,480	36,980,141	13,654,063	138,052,952
MD-Baltimore	3,300,000	5,690,000	1,232,000	4,964,000	8,526,000	23,712,000
Subtotal (MD)	3,300,000	5,690,000	1,232,000	4,964,000	8,526,000	23,712,000
ME-DOT	0	0	1,308,000	1,516,212	1,109,156	3,933,368
ME-Portland	0	0	205,112	0	240,000	445,112
Subtotal (ME)	0	0	1,513,112	1,516,212	1,349,156	4,378,480
MI-Ann Arbor	0	260,000	308,000	0	0	568,000
MI-Benton Harbor	0	0	37,840	0	0	37,840
MI-Detroit	0	1,560,000	8,772,700	8,823,506	10,233,776	29,389,982
MI-DOT	0	342,033	835,543	2,055,447	845,360	4,078,383
MI-Flint	0	0	0	0	4,000,000	4,000,000
MI-Grand Rapids	0	58,000	1,210,000	3,862,240	0	5,130,240
MI-Jackson	0	101,334	78,080	80,880	0	260,294
MI-Kalamazoo	0	20,000	0	0	80,000	100,000
MI-Lansing	0	0	0	44,000	25,600	69,600
MI-Muskegon	0	746,970	0	0	0	746,970
Subtotal (MI)	0	3,088,337	11,242,163	14,866,073	15,184,736	44,381,309

TABLE 47-4
FLEX FUND OBLIGATIONS, BY UZA
(Fiscal Years 1992 - 1996)

UZA	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL OBLIGATED
MN-DOT	0	2,800,000	878,400	1,074,639	3,526,465	8,279,504
MN-Duluth	0	1,420,000	0	0	0	1,420,000
MN-Fargo, ND	0	0	0	472,000	0	472,000
MN-Minneapolis	0	3,286,667	0	328,000	0	3,614,667
MN-Rochester	0	0	0	0	318,000	318,000
MN-St. Paul	0	0	4,800,000	0	0	4,800,000
Subtotal (MN)	0	7,506,667	5,678,400	1,874,639	3,844,465	18,904,171
MO-St. Louis	0	320,000	0	640,000	6,845,915	7,805,915
Subtotal (MO)	0	320,000	0	640,000	6,845,915	7,805,915
MT-DOT	0	0	0	320,346	0	320,346
MT-Missoula	0	840,800	0	0	1,469,504	2,310,304
Subtotal (MT)	0	840,800	0	320,346	1,469,504	2,630,650
NC-Chapel Hill	0	160,000	0	0	4,000	164,000
Subtotal (NC)	0	160,000	0	0	4,000	164,000
NE-DOT	0	0	0	15,076	0	15,076
NE-Omaha	400,000	0	0	0	0	400,000
Subtotal (NE)	400,000	0	0	15,076	0	415,076
NH-DOT	0	0	427,232	413,384	1,027,200	1,867,816
Subtotal (NH)	0	0	427,232	413,384	1,027,200	1,867,816
NJ-Northeastern NJ	0	34,000,000	15,061,000	32,500,000	53,130,000	134,691,000
Subtotal (NJ)	0	34,000,000	15,061,000	32,500,000	53,130,000	134,691,000
NM-Albuquerque	0	0	2,100,000	271,000	311,413	2,682,413
NM-DOT	0	1,398,187	107,200	0	0	1,505,387
Subtotal (NM)	0	1,398,187	2,207,200	271,000	311,413	4,187,800
NV-Reno	0	0	0	541,500	4,303,500	4,845,000
Subtotal (NV)	0	0	0	541,500	4,303,500	4,845,000
NY-Albany	0	3,508,000	0	0	0	3,508,000
NY-Buffalo	0	6,394,400	10,016,800	0	764,000	17,175,200
NY-DOT	0	48,000	27,489,356	5,191,600	3,459,527	36,188,483
NY-Duchess County	0	0	748,000	0	0	748,000
NY-Glen Falls	0	0	240,000	0	0	240,000
NY-Nassau County	0	0	6,520,000	3,200,000	0	9,720,000
NY-New York	150,000,001	90,956,160	112,711,200	146,009,248	163,126,350	662,802,959
NY-Niagara Falls	0	0	0	0	2,480,000	2,480,000
NY-Oneida	0	144,000	0	0	0	144,000
NY-Poughkeepsie	0	800,000	0	0	0	800,000
NY-Rochester	0	0	0	5,774,040	1,695,744	7,469,784
NY-Rockland	0	1,600,000	0	0	0	1,600,000
NY-Saratoga City	0	1,048,000	0	0	0	1,048,000
NY-Suffolk County	0	0	350,000	385,000	0	735,000
NY-Syracuse	0	5,518,400	0	0	0	5,518,400
NY-Tompkins	0	480,000	0	0	0	480,000
NY-Utica	0	0	354,400	0	0	354,400
NY-Westchester County	0	0	4,344,000	0	0	4,344,000
Subtotal (NY)	150,000,001	110,496,960	162,773,756	160,559,888	171,525,621	755,356,226
OH-Akron	0	788,574	1,650,800	5,797,774	1,026,210	9,263,358
OH-Canton	0	0	0	97,778	0	97,778
OH-Cincinnati	0	3,557,600	7,189,000	14,709,000	9,358,000	34,813,600
OH-Cleveland	8,648,000	7,200,000	0	23,287,734	1,373,000	40,508,734
OH-Columbus	3,500,000	1,250,000	193,600	0	0	4,943,600
OH-Dayton	0	0	1,269,600	2,010,800	4,022,358	7,302,758
OH-DOT	1,298,977	277,905	1,443,283	110,190	45,300	3,175,655
OH-Toledo	0	3,440,000	1,460,000	2,240,000	0	7,140,000
OH-Youngstown	0	0	84,400	0	0	84,400
Subtotal (OH)	13,446,977	16,514,079	13,290,683	48,253,276	15,824,868	107,329,883

TABLE 47-4
FLEX FUND OBLIGATIONS, BY UZA
(Fiscal Years 1992 - 1996)

UZA	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL OBLIGATED
OK-Oklahoma City	0	400,000	0	400,000	750,000	1,550,000
OK-Tulsa	0	0	400,000	228,000	140,000	768,000
Subtotal (OK)	0	400,000	400,000	628,000	890,000	2,318,000
OR-DOT	0	480,000	0	1,020,750	0	1,500,750
OR-Eugene	0	485,000	0	0	218,000	703,000
OR-Portland/Vancouver	0	4,303,000	4,217,075	23,303,417	33,042,000	64,865,492
OR-Salem	0	0	100,320	357,190	0	457,510
Subtotal (OR)	0	5,268,000	4,317,395	24,681,357	33,260,000	67,526,752
PA-Allentown	0	0	1,306,000	0	0	1,306,000
PA-Altoona	0	20,000	0	0	0	20,000
PA-DOT	0	24,000	0	0	0	24,000
PA-Erie	0	0	0	320,000	0	320,000
PA-Harrisburg	0	0	100,000	0	640,000	740,000
PA-Johnstown	0	0	248,000	188,536	288,000	724,536
PA-Lancaster	0	0	0	48,000	0	48,000
PA-Lehigh	400,000	0	0	0	0	400,000
PA-Monessen	0	200,000	0	1,000,000	0	1,200,000
PA-Philadelphia	0	10,386,000	22,700,000	89,348,000	8,111,811	130,545,811
PA-Pittsburgh	0	0	300,000	113,097,109	5,262,045	118,659,154
PA-Reading	0	800,000	0	5,880,000	0	6,680,000
PA-Rochester	0	0	0	800,000	0	800,000
PA-Scranton	0	0	0	374,400	0	374,400
PA-Sharon	0	0	0	480,000	0	480,000
PA-State College	0	0	0	2,108,000	0	2,108,000
PA-Williamsport	0	0	0	1,000,000	0	1,000,000
Subtotal (PA)	400,000	11,430,000	24,654,000	214,644,045	14,301,856	265,429,901
RI-DOT	1,395,568	4,512,000	3,356,428	3,312,000	0	12,575,996
RI-Providence	0	0	0	1,852,412	6,004,508	7,856,920
Subtotal (RI)	1,395,568	4,512,000	3,356,428	5,164,412	6,004,508	20,432,916
TN-Chattanooga	0	600,000	0	176,000	0	776,000
TN-DOT	0	0	39,600	224,000	176,000	439,600
TN-Knoxville	0	0	0	416,000	0	416,000
TN-Memphis	0	0	720,000	0	0	720,000
Subtotal (TN)	0	600,000	759,600	816,000	176,000	2,351,600
TX-Austin	0	132,000	0	0	0	132,000
TX-Bryan	0	580,000	0	0	0	580,000
TX-Dallas	0	0	7,560,000	580,000	11,237,152	19,377,152
TX-Dallas/Fort Worth	0	0	0	7,332,000	0	7,332,000
TX-Denton	0	0	0	5,152	0	5,152
TX-DOT	0	0	2,741,000	0	5,174,232	7,915,232
TX-El Paso	0	4,232,938	0	0	7,292,590	11,525,528
TX-Ft. Worth	0	2,557,600	3,236,000	5,671,990	22,611,940	34,077,530
TX-Galveston	0	0	484,013	0	0	484,013
TX-Oklahoma City	0	0	0	0	0	0
Subtotal (TX)	0	7,502,538	14,021,013	13,589,142	46,315,914	81,428,607
UT-Salt Lake City	0	2,400,000	90,000	1,749,020	234,000	4,473,020
Subtotal (UT)	0	2,400,000	90,000	1,749,020	234,000	4,473,020
VA-Charlottesville	0	2,526,587	0	0	0	2,526,587
VA-Danville	0	192,820	0	0	0	192,820
VA-DOT	0	0	0	0	320,000	320,000
VA-Hampton	2,704,000	3,840,000	416,000	628,000	1,656,000	9,244,000
VA-Lynchburg	0	240,000	0	0	0	240,000
VA-Newport News	0	0	288,000	0	0	288,000
VA-Norfolk	3,440,000	0	4,566,280	962,000	1,369,600	10,337,880
VA-Petersburg	0	0	48,000	0	0	48,000
VA-Richmond	0	3,088,437	1,731,000	1,139,000	2,167,000	8,125,437
VA-Roanoke	0	3,288,000	0	0	0	3,288,000
VA-Wash, DC-MD-VA	0	0	0	2,500,000	0	2,500,000
VA-Woodbridge	0	920,000	9,308,000	5,900,000	9,480,000	25,608,000
Subtotal (VA)	6,144,000	14,095,844	16,357,280	11,129,000	14,992,600	62,718,724

TABLE 47-4
FLEX FUND OBLIGATIONS, BY UZA
(Fiscal Years 1992 - 1996)

UZA	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL OBLIGATED
VI-DOT	0	6,104,197	1,380,750	0	0	7,484,947
Subtotal (VI)	0	6,104,197	1,380,750	0	0	7,484,947
VT-Burlington	190,000	0	0	0	1,168,523	1,358,523
VT-Chittenden	0	1,288,016	0	0	0	1,288,016
VT-DOT	200,000	4,394,193	1,599,580	3,126,160	3,866,460	13,186,393
Subtotal (VT)	390,000	5,682,209	1,599,580	3,126,160	5,034,983	15,832,932
WA-DOT	0	851,882	50,400	753,520	2,052,724	3,708,526
WA-Everett	0	0	772,200	0	0	772,200
WA-Olympia	0	0	174,000	0	0	174,000
WA-Richland	0	53,218	0	0	0	53,218
WA-Seattle	0	10,397,078	4,424,000	500,000	8,425,076	23,746,154
WA-Tacoma	0	1,904,818	1,663,048	4,211,595	6,019,542	13,799,003
WA-Vancouver/Prtlnd	0	1,854,900	2,238,000	0	2,094,460	6,187,360
Subtotal (WA)	0	15,061,896	9,321,648	5,465,115	18,591,802	48,440,461
WI-DOT	1,600,000	2,318,400	6,233,000	4,147,262	115,472	14,414,134
WI-Milwaukee	0	0	180,000	469,780	0	649,780
Subtotal (WI)	1,600,000	2,318,400	6,413,000	4,617,042	115,472	15,063,914
WV-Huntington	0	291,246	0	0	0	291,246
Subtotal (WV)	0	291,246	0	0	0	291,246
TOTAL	243,556,797	428,603,710	473,831,920	907,277,145	686,564,572	2,739,834,144

Figure 47-4 FY 1992-96 FLEX FUND OBLIGATIONS, BY UZA

Includes only UZAs with Cumulative Obligations > \$20M

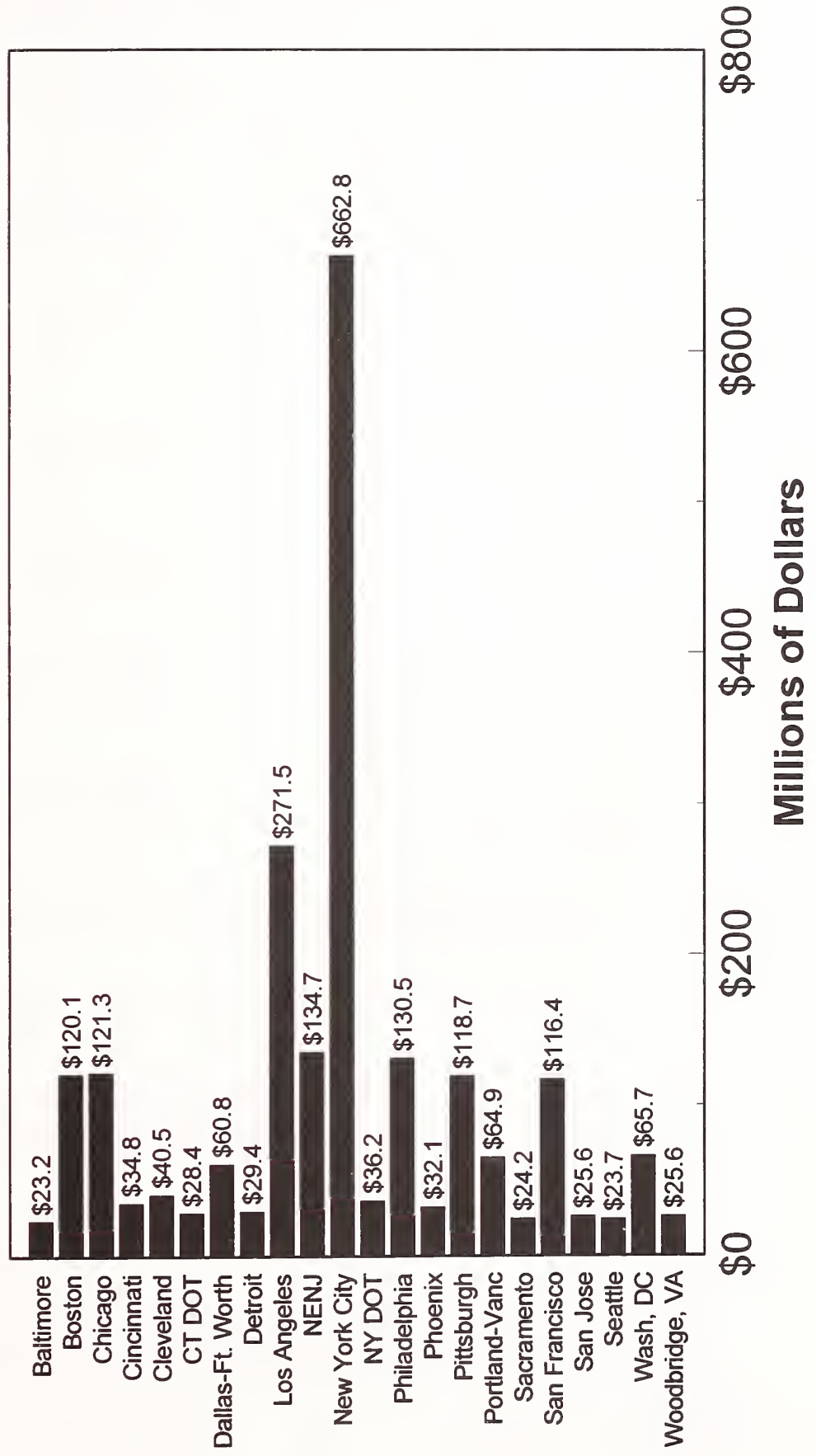


TABLE 48

**TRANSFERS FROM THE URBANIZED AREA FORMULA PROGRAM TO THE NON-URBANIZED AREA FORMULA PROGRAM
FISCAL YEARS 1987 - 1996**

	STATE	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
Region 1	CONNECTICUT	\$0	\$0	\$0	\$0	\$27,000	0	\$0	\$144,175	\$319,553	\$317,373	\$808,101
	MAINE	168,000	85,900	0	0	0	0	0	3,840	3,840	50,000	311,580
	MASSACHUSETTS	0	0	0	0	0	0	334,285	0	0	0	334,285
	NEW HAMPSHIRE	77,072	90,000	140,655	159,314	287,227	0	92,829	183,377	108,403	88,882	1,227,759
	RHODE ISLAND	0	0	0	0	0	0	0	0	0	602,702	602,702
Region 2	NEW YORK	0	245,000	819,000	341,000	0	0	791,702	0	485,740	0	2,682,442
Region 3	MARYLAND	0	0	0	0	87,137	0	0	0	34,650	29,611	151,398
	PENNSYLVANIA	0	500,000	0	0	0	0	84,000	28,000	0	0	612,000
Region 4	ALABAMA	3,368,976	4,270,805	2,000,000	2,000,000	850,000	1,500,000	500,000	0	2,100,000	1,474,928	18,064,709
	FLORIDA	736,507	2,113,280	750,000	729,000	1,125,000	1,000,000	1,000,000	1,000,000	1,500,000	0	9,953,787
	KENTUCKY	0	0	0	0	0	0	0	0	575,635	125,500	701,135
	MISSISSIPPI	1,300,000	0	1,128,456	0	325,000	200,000	0	0	0	0	2,953,456
	NORTH CAROLINA	181,500	1,500,000	1,500,000	0	0	1,577,053	1,737,331	4,913,401	3,791,475	2,276,168	17,476,928
	PUERTO RICO	0	0	0	75,096	0	0	0	0	0	0	75,096
	SOUTH CAROLINA	1,402,781	1,155,537	145,016	244,261	411,762	309,736	235,119	0	0	240,747	4,144,959
	TENNESSEE	0	0	0	0	0	191,440	0	0	1,632,000	0	1,823,440
Region 5	ILLINOIS	0	0	520,523	0	0	0	0	363,599	381,075	0	1,265,197
	INDIANA	90,105	0	0	0	0	0	0	0	0	0	90,105
	MICHIGAN	638,390	0	0	0	0	0	0	652,576	0	429,658	1,720,624
	MINNESOTA	52,223	0	31,764	26,716	0	20,987	21,328	19,368	30,509	23,312	226,207
	OHIO	322,632	0	0	0	0	0	0	0	0	0	322,632
	WISCONSIN	370,000	201,343	130,419	0	0	868,600	1,712,500	325,997	172,081	551,950	4,332,890
Region 6	ARKANSAS	0	385,030	0	0	0	300,000	1,975	83,555	231,550	0	1,002,110
	NEW MEXICO	213,627	0	0	0	0	0	0	0	0	0	213,627
	OKLAHOMA	5,500,000	372,573	100,199	935,645	200,679	706,675	592,371	1,360,136	748,489	500,825	5,517,592
	TEXAS	0	6,139,029	0	8,080,720	9,117,458	7,895,770	0	0	150,000	192,000	37,074,977
	IOWA	300,000	300,000	366,342	300,000	300,000	267,000	84,840	0	0	0	1,918,182
Region 7	KANSAS	500,000	533,570	0	400,000	0	0	0	0	20,814	15,048	1,469,432
	MISSOURI	442,451	226,473	248,380	122,414	308,199	21,312	271,535	0	0	0	1,640,764
	ARIZONA	0	0	0	368,352	0	337,821	342,993	365,967	521,816	446,614	2,383,563
	COLORADO	562,897	839,237	548,832	327,380	4,621	17,500	0	0	0	0	2,300,467
	NORTH DAKOTA	326,558	224,061	191,950	147,461	64,061	21,035	62,645	0	21,132	0	1,058,903
Region 8	SOUTH DAKOTA	193,880	329,953	206,637	107,755	42,765	0	0	0	202,162	0	1,083,152
	WYOMING	849,660	865,622	969,212	803,529	0	630,000	0	0	215,000	0	4,333,023
	ALASKA	0	0	0	0	0	58,783	0	0	0	0	58,783
	IDAHO	155,000	0	50,000	25,186	66,567	124,387	130,000	71,842	271,295	400,000	1,294,277
	OREGON	0	55,000	7,122	6,634	7,079	9,670	8,277	11,842	12,220	10,015	127,859
Region 10	WASHINGTON	320,000	0	0	0	0	0	0	0	0	0	320,000
	GRAND TOTAL	\$18,072,259	\$20,432,413	\$9,854,507	\$15,200,463	\$13,224,555	\$16,057,769	\$8,003,730	\$9,527,675	\$13,529,439	\$7,775,333	\$131,678,143

NOTE: FY96 transfer for Alabama includes \$353,032 of recovered FY93 flex funds.

TRANSFER OF FUNDS
Urbanized Area Formula to Non-urbanized Area Formula

Figure 48

FISCAL YEARS 1985 - 1996

\$ MILLIONS

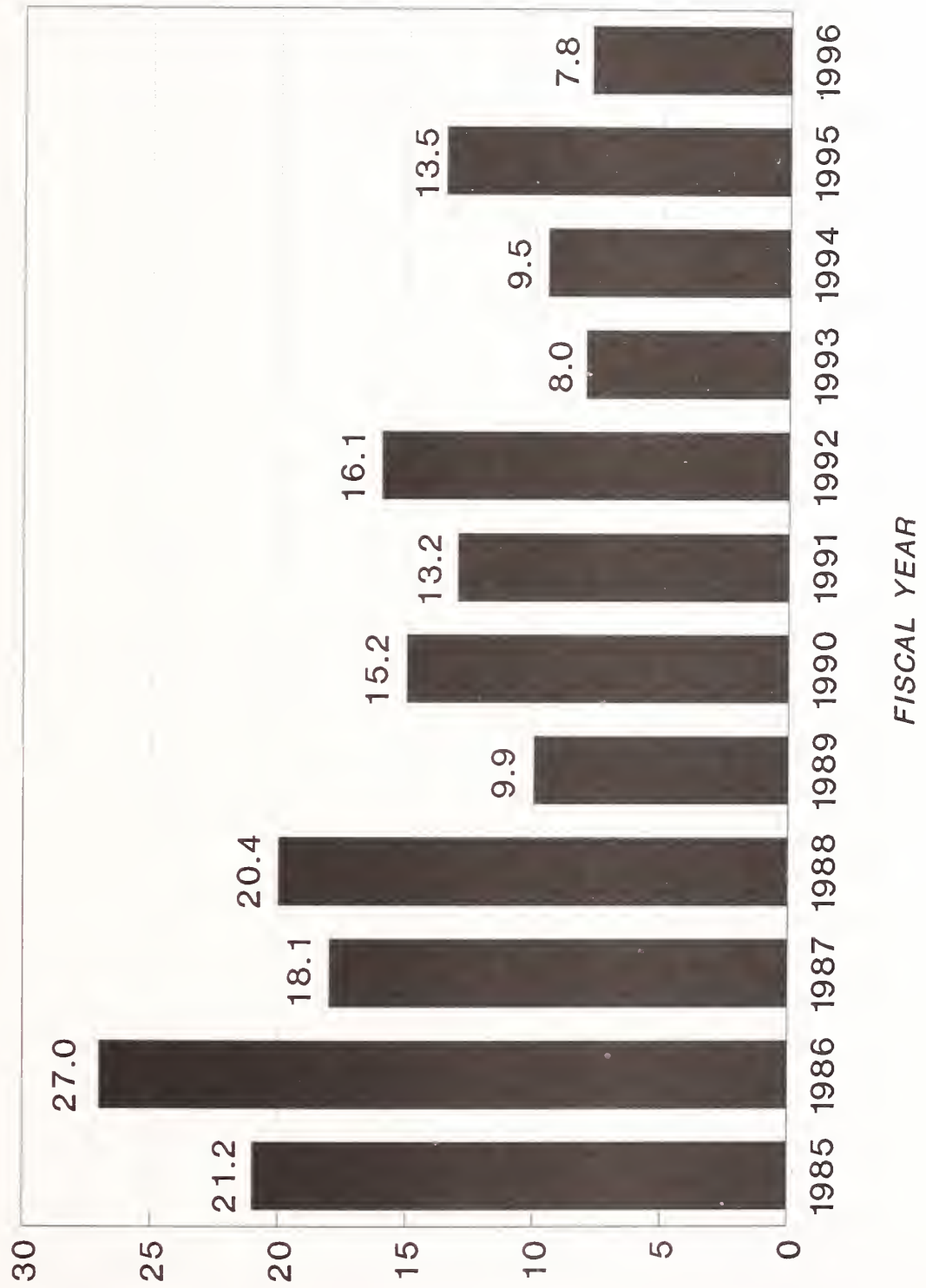


TABLE 49

**TRANSFERS FROM THE NON-URBANIZED AREA FORMULA PROGRAM TO THE URBANIZED FORMULA PROGRAM
FISCAL YEARS 1987 - 1996**

STATE	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
Reg 1 RHODE ISLAND	\$108,481	\$89,474	\$221,955	\$19,020	\$28,030	\$0	\$133,160	\$0	\$0	\$0	\$600,120
Reg 4 KENTUCKY	0	0	0	0	0	0	0	0	0	125,500	\$125,500
NORTH CAROLIN	0	0	0	0	0	1,577,053	1,737,331	2,537,326	5,767,190	2,276,528	13,895,428
TENNESSEE	0	0	0	0	0	0	0	0	700,000	0	700,000
Reg 6 NEW MEXICO	0	0	0	0	200,000	0	0	0	0	0	200,000
TEXAS	0	0	0	0	0	0	325,712	0	0	0	325,712
Reg 7 IOWA	200,000	200,000	244,228	240,000	240,000	293,600	0	0	0	0	1,417,828
KANSAS	0	0	0	0	0	0	0	0	20,814	0	20,814
Reg 8 OREGON	438,206	160,000	0	0	0	0	0	0	0	0	598,206
TOTAL	\$746,687	\$449,474	\$466,183	\$259,020	\$468,030	\$1,870,653	\$2,196,203	\$2,537,326	\$6,488,004	\$2,402,028	\$17,883,608

TABLE 50

**VEHICLES APPROVED FOR FTA FUNDING
ELDERLY PERSONS AND PERSONS WITH DISABILITIES
FISCAL YEARS 1989 - 1996**

NUMBER OF VEHICLES WITH LIFTS																			
STATE	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL	
ALABAMA	28	27	30	45	33	50	35	28	278	9	5	4	8	13	16	19	25	99	
ALASKA	8	7	8	5	6	5	5	18	62	2	2	4	5	5	5	5	7	35	
AMERICAN SAMOA	2	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	
ARIZONA	19	21	17	41	22	30	25	23	198	11	8	11	23	22	30	25	6	138	
ARKANSAS	24	30	35	29	24	29	15	26	212	0	9	14	17	14	17	12	15	98	
CALIFORNIA	59	46	61	96	90	128	111	96	887	42	45	61	96	90	128	111	96	889	
COLORADO	16	9	18	12	10	15	15	12	107	15	2	0	12	10	15	15	12	61	
CONNECTICUT	26	23	23	28	22	28	29	15	194	26	23	23	28	22	28	29	15	194	
DELAWARE	6	5	5	7	6	7	7	6	49	5	3	5	7	6	7	7	6	48	
DISTRICT OF COL.	12	10	9	13	10	11	10	11	88	1	3	7	4	4	5	4	1	29	
FLORIDA	98	125	78	145	117	143	141	102	949	20	0	26	22	52	72	49	46	287	
GEORGIA	29	36	34	54	46	46	20	22	287	12	14	34	41	20	19	12	17	169	
HAWAII	7	7	8	7	9	11	8	17	74	5	4	2	5	6	11	8	17	58	
IDAHO	16	8	8	5	6	6	6	7	82	1	3	8	5	6	6	6	5	40	
ILLINOIS	34	34	34	53	42	60	62	56	375	39	23	26	22	28	50	36	40	264	
INDIANA	35	38	38	53	43	49	53	40	349	6	0	7	32	36	36	29	40	186	
IOWA	26	27	19	0	0	0	4	15	91	9	11	16	0	0	0	4	8	48	
KANSAS	26	22	20	24	24	26	21	22	185	3	7	9	16	12	16	18	15	98	
KENTUCKY	28	31	24	22	50	37	46	30	288	4	8	7	22	50	12	19	30	152	
LOUISIANA	26	25	25	36	28	40	38	34	252	16	22	0	21	28	37	29	26	179	
MAINE	11	14	10	9	11	10	11	11	87	7	5	9	7	11	10	9	11	89	
MARYLAND	21	19	18	32	30	39	30	29	218	13	14	13	25	19	19	22	17	142	
MASSACHUSETTS	34	30	30	45	34	42	42	35	292	3	0	30	43	32	40	42	35	225	
MICHIGAN	23	20	22	34	38	47	38	36	288	19	18	17	33	31	36	31	36	221	
MINNESOTA	27	27	25	29	29	28	31	29	225	27	27	25	29	29	28	31	29	225	
MISSISSIPPI	21	24	20	25	24	26	19	19	178	0	0	20	12	11	11	11	7	72	
MISSOURI	45	42	40	66	54	56	58	38	399	11	10	14	19	8	13	10	25	110	
MONTANA	8	8	7	8	9	11	10	9	70	4	5	3	8	9	11	7	6	53	
NEBRASKA	22	18	14	22	21	23	21	19	160	0	0	14	17	15	15	14	11	88	
NEVADA	11	10	8	11	12	10	9	10	81	11	2	8	11	12	9	9	6	88	
NEW HAMPSHIRE	11	10	11	14	12	13	11	10	92	9	6	11	9	7	3	7	5	57	
NEW JERSEY	26	28	25	40	33	40	41	36	289	26	28	23	40	33	39	38	36	283	
NEW MEXICO	16	16	13	19	17	15	18	8	122	16	16	13	17	15	10	18	8	113	
NEW YORK	51	99	85	106	67	77	75	102	862	29	0	42	41	50	77	75	62	378	
NORTH CAROLINA	41	49	40	89	68	77	57	49	470	9	20	12	15	30	26	24	17	153	
NORTH DAKOTA	7	8	6	8	7	7	8	7	68	7	9	6	7	7	6	6	5	53	
OHIO	78	69	64	89	75	67	79	71	592	43	69	63	81	71	67	62	47	503	
OKLAHOMA	30	29	24	30	27	31	27	23	221	16	17	17	29	23	28	24	22	178	
OREGON	16	17	11	18	16	21	27	17	143	9	15	11	18	16	21	25	17	132	
PENNSYLVANIA	54	57	61	86	69	79	83	70	559	30	57	61	86	69	79	83	70	535	
PUERTO RICO	14	13	12	18	17	22	20	17	133	7	13	12	18	17	22	20	5	114	
RHODE ISLAND	18	11	16	16	10	11	9	8	99	6	4	1	16	10	11	9	8	65	
SOUTH CAROLINA	24	26	32	35	31	35	31	28	242	13	5	13	13	15	19	8	11	97	
SOUTH DAKOTA	11	12	13	10	9	14	10	11	90	0	10	3	3	6	12	6	6	46	
TENNESSEE	44	47	47	66	56	66	66	46	438	12	10	14	18	16	18	64	12	164	
TEXAS	80	65	66	98	98	116	108	94	725	52	35	18	23	28	43	50	39	286	
UTAH	9	10	13	11	10	11	11	9	64	5	6	1	10	10	11	7	8	68	
VERMONT	8	8	9	9	0	0	8	8	51	8	8	9	9	0	0	0	9	43	
VIRGIN ISLANDS	4	3	3	4	3	3	2	2	24	0	3	1	4	3	1	2	1	15	
VIRGINIA	42	33	29	51	42	56	52	36	341	4	7	10	23	16	21	20	28	129	
WASHINGTON	14	14	18	18	16	28	28	23	159	14	14	18	18	16	28	27	22	157	
WEST VIRGINIA	19	18	19	24	20	21	19	16	188	6	6	10	16	20	21	19	15	113	
WISCONSIN	28	43	36	61	58	66	66	54	412	21	31	22	39	39	54	66	41	313	
WYOMING	7	5	6	11	7	7	7	7	57	2	4	6	10	7	5	7	7	48	
TOTAL	1,400	1,435	1,347	1,687	1,816	1,696	1,783	1,566	12,934	685	668	614	1,153	1,125	1,324	1,290	1,111	6,150	

NUMBER OF VEHICLES																			
STATE	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	TOTAL	
ALABAMA	28	27	30	45	33	50	35	28	278	9	5	4	8	13	16	19	25	99	
ALASKA	8	7	8	5	6	5	5	18	62	2	2	4	5	5	5	5	7	35	
AMERICAN SAMOA	2	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	
ARIZONA	19	21	17	41	22	30	25	23	198	11	8	11	23	22	30	25	6	138	
ARKANSAS	24	30	35	29	24	29	15	26	212	0	9	14	17	14	17	12	15	98	
CALIFORNIA	59	46	61	96	90	128	111	96	887	42	45	61	96	90	128	111	96	889	
COLORADO	16	9	18	12	10	15	15	12	107	15	2	0	12	10	15	15	12	61	
CONNECTICUT	26	23	23	28	22	28	29	15	194	26	23	23	28	22	28	29	15	194	
DELAWARE	6	5	5	7	6	7	7	6	49	5	3	5	7	6	7	7	6	48	
DISTRICT OF COL.	12	10	9	13	10	11	10	11	88	1	3	7	4	4	5	4	1	29	
FLORIDA	98	125	78	145	117	143	141	102	949	20	0	26	22	52	72	49	46	287	
GEORGIA	29	36	34	54	46	46	20	22	287	12	14	34	41	20	19	12	17	169	
HAWAII	7	7	8	7	9	11	8	17	74	5	4	2	5	6	11	8	17	58	
IDAHO	16	8	8	5	6	6	6	7	82	1	3	8	5	6	6	6	5	40	
ILLINOIS	34	34	34	53	42	60	62	56	375	39	23	26	22	28	50	36	40	264	
INDIANA	35	38	38	53	43	49	53	40	349	6	0	7	32	36	36	29	40	186	
IOWA	26	27	19	0	0	0	4	15	91	9	11	16	0	0	0	4	8	48	
KANSAS	26	22	20	24	24	26	21	22	185	3	7	9	16	12	16	18	15	98	
KENTUCKY	28	31	24	22	50	37	46	30	288	4	8	7	22	50	12	19	30	152	
LOUISIANA	26	25	25	36	28	40	38	34	252	16	22	0	21	28	37	29	26	179	
MAINE	11	14	10	9	11	10	11	11	87	7	5	9	7	11	10	9	11	89	
MARYLAND	21	19	18	32	30	39	30	29	218	13	14	13	25	19	19	22	17	142	
MASSACHUSETTS	34	30	30	45	34	42	42	35	292	3	0	30	43	32	40	42	35	225	
MICHIGAN	23	20	22	34	38	47	38	36	288	19	18	17	33	31	36	31	36	221	
MINNESOTA	27	27	25	29	29	28	31	29	225	27	27	25	29	29	28	31	29	225	
MISSISSIPPI	21	24	20	25	24	26	19	19	178	0	0	20	12	11	11	11	7	72	
MISSOURI	45	42	40	66	54	56	58	38	399	11	10	14	19	8	13	10	25	110	
MONTANA	8	8	7	8	9	11	10	9	70	4	5	3	8	9	11	7	6	53	
NEBRASKA	22	18	14	22	21	23	21	19	160	0	0	14	17	15	15	14	11	88	
NEVADA	11	10	8	11	12	10	9	10	81	11	2	8	11	12	9	9	6	88	
NEW HAMPSHIRE	11	10	11	14	12	13	11	10	92	9	6	11	9	7	3	7	5	57	
NEW JERSEY	26	28	25	40	33	40	41	36	289	26	28	23	40	33	39	38	36	283	
NEW MEXICO	16	16	13	19	17	15	18	8	122	16	16	13	17	15	10	18	8	113	
NEW YORK	51	99	85	106	67	77	75	102	862	29									

TABLE 51
NON-URBANIZED AREA FORMULA PROGRAM OBLIGATIONS FOR VEHICLES
FISCAL YEARS 1990 - 1996

STATE	STANDARD BUSES						SMALL BUSES						VANS						STATION WAGONS/SEDANS						TOTAL VEHICLES				
	1990	1991	1992	1993	1994	1995	1996	1990	1991	1992	1993	1994	1995	1996	1990	1991	1992	1993	1994	1995	1996	1990	1991	1992		1993	1994	1995	1996
ALASKA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
ALABAMA	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	35	55	22	1	0	0	0	0	0	125
AMERICAN SAMO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
ARIZONA	0	0	0	0	0	0	0	3	0	5	2	2	7	5	3	0	7	2	2	2	2	2	0	0	0	0	0	0	42
ARKANSAS	0	0	0	0	0	0	0	2	4	6	1	3	1	5	0	6	2	0	1	9	7	0	0	0	0	0	0	0	47
CALIFORNIA	1	6	4	7	3	10	1	13	10	19	29	63	33	34	41	10	6	3	3	11	8	6	2	0	0	0	0	1	324
COLORADO	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CONNECTICUT	0	0	1	0	0	0	0	0	0	0	6	0	11	8	0	0	0	4	8	0	0	0	0	0	0	0	0	0	37
DELAWARE	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
FLORIDA	0	0	0	0	0	0	0	12	8	19	10	12	18	0	28	12	34	18	0	23	0	0	2	2	6	0	0	0	206
GEORGIA	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25	42	79	86	67	34	33	0	0	0	0	0	0	0	376
HAWAII	1	0	2	29	0	22	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	1	0	0	0	0	65
IDAHO	0	0	0	3	0	0	0	1	2	3	14	7	2	0	1	0	0	5	3	2	0	0	0	0	0	0	0	0	43
ILLINOIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDIANA	0	0	0	1	0	0	0	2	0	6	3	4	3	11	0	0	0	0	0	0	0	0	0	1	0	0	0	0	62
IOWA	1	1	0	0	0	0	0	10	10	0	0	0	4	1	14	0	43	0	13	2	4	1	0	0	0	0	0	0	104
KANSAS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	20	20	11	5	0	0	0	0	0	0	70
KENTUCKY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0	0	0	0	0	16
LOUISIANA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	11	9	0	0	0	0	0	0	0	25
MAINE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	6	0	1	0	0	0	0	0	0	0	16
MARYLAND	0	0	0	0	2	4	0	8	13	8	0	5	2	7	3	13	6	0	6	2	4	0	0	0	0	0	0	0	83
MASSACHUSETTS	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12
MICHIGAN	0	0	0	0	0	0	0	0	0	0	0	21	7	14	0	0	0	2	0	0	4	0	0	0	0	0	0	0	48
MINNESOTA	0	0	0	10	0	0	0	0	0	0	18	18	15	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
MISSISSIPPI	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
MISSOURI	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
MONTANA	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
NEBRASKA	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	18	2	0	0	0	0	0	0	0	25
NEVADA	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	7
NEW HAMPSHIRE	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
NEW JERSEY	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
NEW MEXICO	0	1	0	0	0	1	0	1	0	0	4	0	1	11	37	0	49	33	31	59	35	12	0	19	7	7	4	10	37
NEW YORK	5	2	4	0	1	4	3	20	10	25	19	42	34	24	0	0	0	8	2	6	3	1	0	0	0	0	0	0	193
NORTH CAROLINA	0	0	2	0	0	6	0	3	1	4	17	0	24	16	66	5	62	87	0	116	71	0	0	0	0	0	0	0	480
NORTH DAKOTA	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	8
NO. MARIANAS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	13
OHIO	0	0	3	0	0	0	0	2	0	3	0	2	2	0	37	0	49	33	31	59	35	12	0	19	7	7	4	10	315
OKLAHOMA	0	0	0	0	0	0	0	14	4	5	3	11	2	11	1	11	23	17	31	4	0	0	0	0	1	0	0	0	138
OREGON	4	0	0	4	0	5	0	3	0	13	2	0	13	0	2	0	4	3	0	15	0	0	0	0	0	0	0	0	68
PENNSYLVANIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PUERTO RICO	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
RHODE ISLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH CAROLINA	0	0	2	2	1	1	0	0	1	2	0	1	0	1	0	7	2	0	12	10	1	0	0	1	2	0	0	0	46
SOUTH DAKOTA	0	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
TENNESSEE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	54	27	35	54	62	0	0	0	0	0	0	0	279
TEXAS	0	0	0	0	0	0	0	0	2	2	1	8	8	4	0	30	23	0	6	11	9	0	0	0	0	0	0	0	104
UTAH	0	0	0	2	1	1	0	2	1	0	3	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
VERMONT	0	0	0	0	0	0	0	0	0	0	0	18	4	12	0	1	0	8	2	0	0	0	0	0	0	0	0	0	57
VIRGIN ISLANDS	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
VIRGINIA	1	0	7	10	0	0	0	0	1	0	3	4	0	2	20	6	6	17	27	0	19	0	0	0	0	0	0	0	123
WASHINGTON	1	1	3	2	3	0	0	4	8	4	18	6	12	13	0	0	0	0	2	2	0	0	0	0	0	0	0	0	79
WEST VIRGINIA	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	3	1	2	3	1	3	0	0	0	0	0	0	0	20
WISCONSIN	0	0	1	1	0	0	0	0	0	0	8	7	3	4	1	0	7	4	9	5	15	14	0	4	13	13	11	4	127
WYOMING	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	21	11	31	72	11	58	6	102	75	137	211	250	246	247	301	150	428	352	340	493	335	40	4	28	29	21	22	17	4038

NOTE: INTERCITY/COMMUTER BUSES ARE INCLUDED IN THE STANDARD BUS CATEGORY

TABLE 52
OBLIGATIONS FOR VEHICLES
FISCAL YEARS 1966 - 1996

BY PROGRAM				BY VEHICLE TYPE									
FY	Total Vehicles	Capital (Formerly Sec 3)	Urbanized				Interstate Substitute	40'-35' Stand.	30' or Less	Vans	Articu- lated	Trolley Style	Intercity Commuter
			Sec.5	Sec.9A	Area Formula (Formerly Sec 9)	FAUS							
66	1,110	1,110	0	0	0	0	0	951	159	0	0	0	0
67	311	311	0	0	0	0	0	216	95	0	0	0	0
68	637	637	0	0	0	0	0	525	112	0	0	0	0
69	501	501	0	0	0	0	0	416	85	0	0	0	0
70	1,487	1,487	0	0	0	0	0	1,435	52	0	0	0	0
71	2,521	2,521	0	0	0	0	0	2,296	225	0	0	0	0
72	3,502	3,502	0	0	0	0	0	3,235	267	0	0	0	0
73	4,072	4,072	0	0	0	0	0	3,599	473	0	0	0	0
74	5,816	5,378	0	0	0	438	0	5,026	634	6	150	0	0
75	4,426	4,307	99	0	0	20	0	3,755	586	25	60	0	0
76	3,318	2,867	391	0	0	60	0	2,926	181	73	138	0	0
TQ	359	312	47	0	0	0	0	264	81	14	0	0	0
77	3,798	3,200	472	0	0	126	0	3,264	410	74	50	0	0
78	3,992	3,620	331	0	0	41	0	3,408	423	141	20	0	0
79	2,939	1,020	1,611	0	0	99	209	2,168	399	323	49	0	0
80	4,223	1,773	2,191	0	0	78	181	3,230	492	236	265	0	0
81	4,611	2,790	1,647	0	0	45	129	3,406	399	290	516	0	0
82	3,250	1,912	1,290	0	0	11	37	2,490	500	63	197	0	0
83	2,863	1,714	575	559	0	12	3	2,131	254	248	230	0	0
84	2,478	174	588	292	1,371	17	36	1,609	437	343	89	0	0
85	3,051	83	449	134	2,302	10	73	2,139	485	306	97	24	0
86	3,666	245	338	269	2,788	4	22	2,561	594	426	11	74	0
87	3,641	236	0	0	3,282	49	74	2,673	395	439	76	58	0
88	3,410	373	0	0	2,997	19	21	1,976	697	565	114	58	0
89	3,343	411	0	0	2,911	0	21	2,206	434	591	37	75	0
90	3,685	1,078	0	0	2,540	26	41	2,236	663	718	52	16	0
91	3,602	1,426	0	0	2,069	35	72	1,648	767	1,047	34	20	86
92	3,062	801	0	0	2,218	0	40	1,728	573	705	5	11	40
93	5,239	1,167	0	0	3,996	0	76	2,628	1,173	1,114	145	94	85
94	5,545	1,490	0	0	4,039	0	16	3,138	960	1,333	38	29	47
95	6,357	1,532	0	0	4,825	0	0	3,257	1,393	1,484	97	36	90
96	5,152	937	0	0	4,163	0	52	2,532	1,112	1,363	23	27	95
Total	105,967	52,987	10,029	1,254	39,501	1,093	1,103	75,072	15,510	11,927	2,493	522	443

NOTES: PRIOR TO 1985 TROLLEY STYLE BUSES WERE INCLUDED WITH STANDARD BUSES.
INTERCITY COMMUTER BUS CATEGORY WAS ADDED IN FY 1991.

IN FY 1992 SECTION 3 SMALL BUSES INCLUDE 8 SCHOOL BUSES.
INCLUDED IN FY 1992 ARE 57 STANDARD AND 44 SMALL BUSES WHICH WERE BUDGETED IN THE MULTI-YEAR FUNDING AGREEMENT

AWARDED TO READING, PA AND PARTIALLY OBLIGATED IN FY 1992.

STATIONS WAGONS AND SEDANS ARE INCLUDED WITH VANS.

FY 1996 40'-35' BUS CATEGORY FOR SEC 5307 INCLUDES 33 USED BUSES, 144 LEASED BUSES, AND 2 FERRY BOATS.

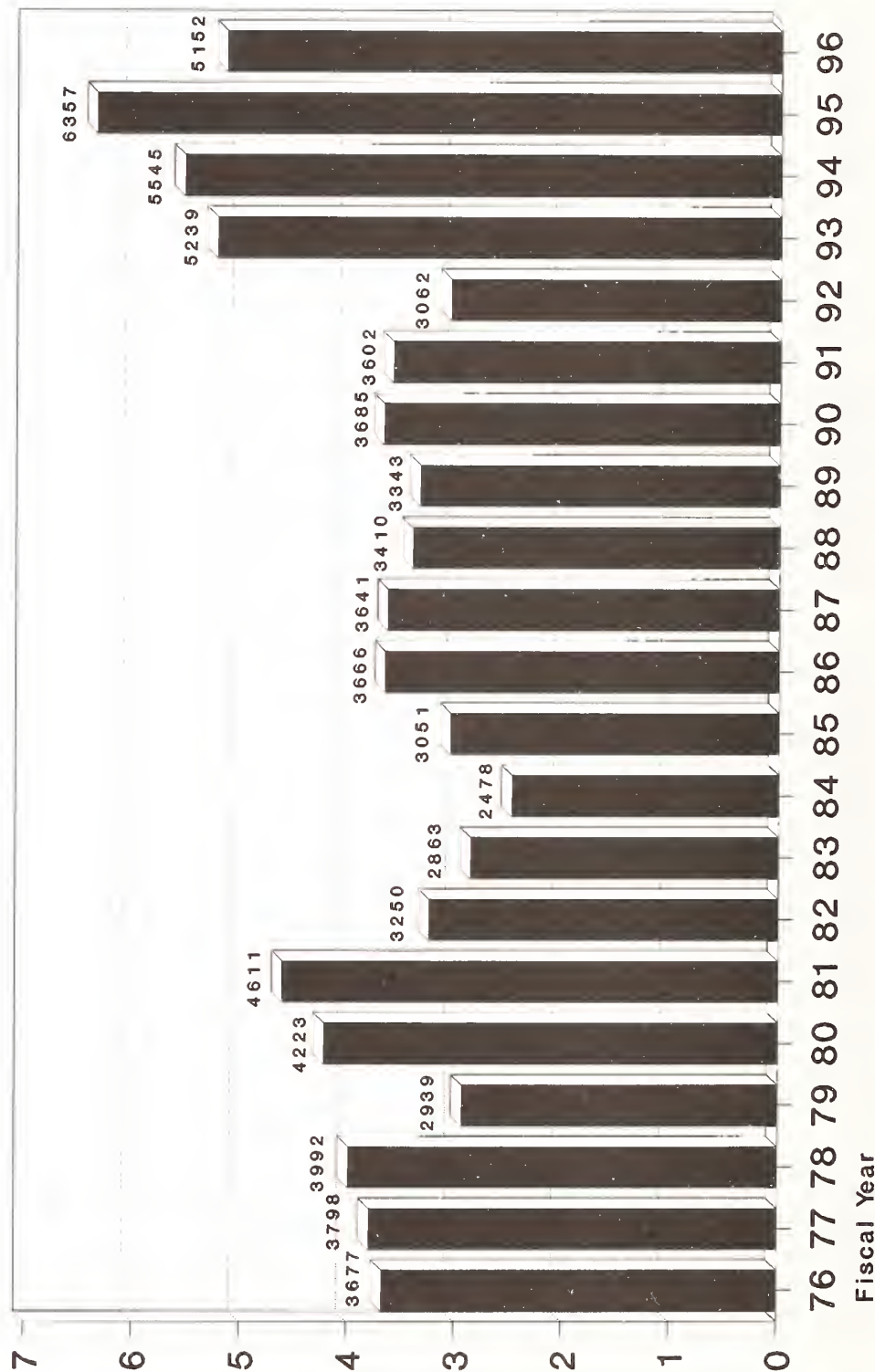
OBLIGATIONS FOR VEHICLES

FISCAL YEARS 1976 - 1996

Figure 52

NUMBER OF VEHICLES

Thousands



Includes the following programs: Urb. Area Formula, Capital, Sec 5, FAUS, and Int. Sub.

TABLE 53

OBLIGATIONS FOR NEW RAIL CARS BY TYPE

FY	RAPID TRANSIT	LIGHT RAIL	COMMUTER ELECTRIC	COMMUTER DIESEL	DIESEL/ELEC. LOCO	PEOPLE MOVER	TOTAL
77	320	48	50	2	9	0	429
78	125	141	0	90	23	0	379
79	326	0	0	91	19	0	436
80	16	26	36	0	0	0	78
81	204	26	0	80	7	0	317
82	414	55	8	48	24	0	549
83	50	26	0	15	0	0	91
84	103	0	0	0	22	0	125
85	76	0	0	0	0	0	76
86	135	0	0	37	6	0	178
87	0	26	0	0	7	0	33
88	138	2	0	0	0	0	140
89	157	31	90	15	6	15	314
90	61	0	22	30	3	0	116
91	0	24	0	10	0	2	36
92	0	14	0	0	0	0	14
93	0	48	0	18	18	0	84
94	0	9	0	0	0	6	15
95	271	10	0	52	11	0	344
96	0	85	0	31	0	0	116
20-YR TOTAL	2,396	571	206	519	155	23	3,870

NOTES: 9 LIGHT RAIL VEHICLES IN FY 1994 INCLUDE 4 ELECTRIC TROLLEY BUSES.
 LIGHT RAIL VEHICLE TOTAL IN FY 1995 INCLUDES 4 ELECTRIC TROLLEY BUSES.

TABLE 54
OBLIGATIONS FOR FERRY BOATS AND RELATED EXPENDITURES
FY 1984 - 1996

GRANTEE	PURPOSE	FISCAL YEAR	FUNDING SOURCE	AMOUNT
Region 1 BRIDGEPORT, CT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	1988	SECTION 9	\$152,000
PORTLAND, ME	CONSTRUCT FERRY TERMINAL	1984	5	526,896
	PURCHASE FERRY BOAT	1984	9A	25,000
		1984	9	2,120,501
	CONSTRUCT FERRY TERMINAL	1985	3	378,884
		1985	9	114,108
PENOBSCOT BAY, ME	PURCHASE FERRY BOAT	1984	3	1,207,500
	PARTIAL PURCHASE OF FERRY BOAT	1985	9	88,000
	PARTIAL PURCHASE OF FERRY BOAT	1988	3	274,998
	ADD'L FUNDS FOR CONSTRUCT OF FERRY VESSEL	1992	3	533,336
CASCO BAY, ME	BUY EQUIPMENT FOR NEW TERMINAL	1987	9	92,632
	PURCHASE AND CONSTRUCT FERRY BOAT AND FERRY BOAT MOD	1991	3	909,999
	PURCHASE ONE FERRY BOAT	1991	9	58,800
	REHAB 3 FERRY BOATS AND RENOVATE FERRY TERMINAL	1994	9	137,744
	MODIFY AND IMPROVE FERRY TERMINAL	1996	URB. FORM.	240,000
MAINE (DOT)	PURCHASE ONE FERRY BOAT	1986	3	900,000
	PIER MODIFICATIONS	1989	3	399,999
		1989	9	92,400
	PURCHASE FERRY BOAT	1990	3	999,999
RHODE ISLAND DOT	REHAB GALILEE FERRY TERM. NARRAGANSETT	1993	9	317,384
BOSTON MBTA	LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON	1991	3	159,999
Region 2 NEW YORK CITY DOT	OPERATING FOR STATEN ISLAND FERRY SYSTEM	1993	9	2,108,179
	DESIGN AND ENGINEERING FOR FERRY TERMINAL	1995	CAPITAL	250,000
	RECONSTRUCT ST. GEORGE FERRY TERMINAL SLIP	1996	CAPITAL	375,000
			URB. FORM.	750,000
CAMDEN, NJ	DESIGN/CONSTRUCT WATERFRONT AREA TRANSIT COMPLEX	1989	3	7,707,000
Region 3 PUB. W., ST. THOMAS, VI	RENOVATE CRUZ BAY DERRY DOCK AT ST. JOHN	1993	18	1,000,000
TIDEWATER TRANSPORTATION DISTRICT COMMISSION NORFOLK, VA	2 PEDESTRIAN BOATS	1984	9	560,000
	PARTIAL FUNDING OF 2 PEDESTRIAN BOATS	1986	9	145,600
	PURCHASE PEDESTRIAN FERRY BOAT	1989	9	440,000
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL			288,000
	REPLACE 4 FERRY BOAT ENGINES	1990	3	340,500
	CONVERT FERRY BOAT TO NATURAL GAS FUEL	1994	9	400,000
	CONSTRUCT FERRY TERMINAL IN PORTSMOUTH, VA	1995	CAPITAL	846,373
			URB. FORM.	520,000
Region 4 PUERTO RICO PORTS AUTH. AND DEPT. OF TRANSPORT. AND PUBLIC WORKS	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1985	9	6,427,200
	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1988	9	3,732,848
	CONSTRUCT TERMINAL AND VESSEL	1987	9	2,800,000
	PURCH FERRY BOAT AND IMPROVEMENTS AT LAGOS DOS BOCAS	1987	18	1,240,000
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL	1988	9	4,260,000
	RECONSTRUCT CATANO AND SAN JUAN TERMINALS	1989	9	1,134,400
	PURCHASE FERRY BOAT	1989	18	835,310
	CONSTRUCT FERRY MAINTENANCE FACILITY	1991	9	2,023,200
	CONSTRUCT. OF HATA REY INTERMODAL TERMINAL, PARTIAL CONSTRUCT.	1990	9	2,808,000
	ISLA GRANDE MAINTENANCE FACILITY			
	ADD'L FUNDS FOR CONSTRUCT. OF FERRY BOAT MAINTENANCE FACILITY	1992	9	2,547,200
	PURCHASE OF FERRY BOAT	1992	18	1,000,000
	EXPAND AND REMODEL SAN JUAN FERRY TERMINAL	1993	9	2,240,000
	DREDGE MARTIN PENA CHANNEL	1996	CAPITAL	720,000
	MAINTENANCE / REHAB OF TERMINALS (SAN JUAN, CATANO, HATO REY)	1996	CAPITAL	1,405,828
Region 6 MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) CRESCENT CITY CONNECTION	VESSEL MODIFICATION AND GENERAL IMPROVEMENTS	1984	5	2,842,036
	VESSEL IMPROVEMENTS	1985	9	773,700
	INSTALL ALARM SYSTEMS	1988	9	2,474,828
	OPERATION AND MAINTENANCE 1987 - \$745; 1988 - \$745; 1989 - \$678	VAR.	9	5,065,188
	1990 - \$672; 1991 - \$672; 1992 - \$693			
	1994 - \$660			
	REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION	1993	9	180,000
	PRELIMINARY DESIGN-FERRY BOAT ALTERNATIVE FUELS	1994	9	180,000
Region 9 GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	FERRY DIESEL CONVERSION AND VESSEL IMPROVEMENT	1984	9	2,515,400
	VESSEL IMPROVEMENTS	1985	9	787,200
	FERRY AND VESSEL IMPROVEMENTS	1986	9	473,000
	OPERATION AND MAINTENANCE	1987	9	64,000
	RADAR AND PUBLIC ADDRESS EQUIPMENT	1988	9	135,200
	REFURBISH FERRY BOAT	1989	9	484,800
	REPLACE AND BUY ADD'L TICKET VENDING MACHINES	1992	FAUS	258,000
	DOCK IMPROVEMENTS AND OPERATING AT SAUSALITO FERRY TERMINAL	1994	9	2,829,734
	REPLACE FERRY TERMINAL FACILITIES	1995	URB. FORM.	884,000
	PURCHASE FERRY BOAT	1996	URB. FORM.	3,443,411

TABLE 54
OBLIGATIONS FOR FERRY BOATS AND RELATED EXPENDITURES
FY 1984 - 1996

GRANTEE	PURPOSE	FISCAL YEAR	FUNDING SOURCE	AMOUNT
CITY OF VALLEJO	ENGINEERING AND DESIGN OF INTERMODAL FERRY TERMINAL IN VALLEJO	1995	URB. FORM.	533,333
	PURCHASE 1 FERRY BOAT AND UPGRADE FERRY TERMINALS	1995	CAPITAL	8,000,000
Region 10 SEATTLE-TACOMA, WA (WASH DOT MARINE DIV.)	PURCHASE FERRY BOAT	1986	9	2,904,775
		1987	9	4,373,598
	LAND ACQUIST. FOR BREMERTON FERRYTERMINAL FERRY, TERM. EXPANSION			
	CONSTRUCT PHASE II OVERHEAD LOADING AT KINGSTON TERMINAL			
	PARTIAL PURCHASE OF PASSENGER ONLY FERRY	1987	9	120,932
	FERRY TERMINAL EXPANSION, REFURBISH FERRY VESSEL	1988	9	6,053,155
	LAND ACQUISITION, CONTROL SYSTEM REPLACEMENT			
	CONSTRUCT PASSENGER -ONLY FLOAT AT SEATTLE FERRY TERM.	1990	9	1,200,000
	CONSTRUCT PEDESTRIAN FACILITY AT KINGSTON FERRY TERMINAL	1991	9	1,164,000
	CONSTRUCT BUS ACCESS LANE AT WINSLOW FERRY TERM			
	REFURBISH FERRY TERMINAL	1992	3	2,279,996
		1992	9	1,651,204
	PURCHASE FERRY FOR SERVICE BETWEEN SEATTLE AND BREMERTON	1996	CAPITAL	840,000
			URB. FORM.	4,000,000
TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS	1984	9A	125,000
			9	343,800
	TERMINAL IMPROVEMENTS	1985	9	368,000
	TERMINAL IMPROVEMENTS	1986	9	248,000
		1987	9	194,400
TOTAL				\$115,939,305

TABLE 54-1

**CUMULATIVE OBLIGATIONS FOR FERRY BOATS AND RELATED EQUIPMENT
FISCAL YEARS 1965 - 1996**

	GRANTEE	PURPOSE	CUMULATIVE FUNDING
Reg. 1	BRIDGEPORT, CONNECTICUT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	\$152,000
	CITY OF PORTLAND, MAINE CASCO BAY TRANSIT DISTRICT, AND PENOBSCOT BAY (MAINE DOT)	4 FERRY BOATS, ENGINEERING DESIGN, LAND ACQUISITION, AND FERRY TERMINAL CONSTRUCTION, PURCHASE EQUIPMENT FOR FERRY TERMINAL MODIFY FERRY BOAT	\$8,473,137
	STATE OF MAINE MAINE (DOT)	1 FERRY BOAT, PIER AND FERRY BOAT MODIFICATIONS	\$1,392,399
	BOSTON MBTA	LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON	\$159,999
	RHODE ISLAND DOT	REHAB GALILEE FERRY TERM. NARRAGANSETT	\$317,384
	WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (NANTUCKET, MA)	NANTUCKET FERRY SLIP AND TERMINAL RECONSTRUCTION	\$1,392,584
Reg. 2	NEW YORK CITY DEPARTMENT OF TRANSPORTATION	3 NEW FERRY BOATS, TERMINAL FACILITY IMPROVEMENTS, MISCELLANEOUS MODERNIZA- TION (STATEN ISLAND SERVICE) DESIGN AND ENGINEERING FOR FERRY TERMINAL	\$44,634,577
	VILLAGE OF OCEAN BEACH, NEW YORK	RECONSTRUCT FERRY TERMINAL BULKHEAD	\$45,000
	CAMDEN, NEW JERSEY	DESIGN AND CONSTRUCT WATERFRONT AREA TRANSI COMPLEX - PARKING GARAGE & FERRY PIER	\$7,707,000
	PUBLIC WORKS, ST. THOMAS, VI	RENOV. CRUZ BAY FERRY DOCK AT ST. JOHN	\$1,000,000
Reg. 3	TIDEWATER TRANSPORTATION DISTRICT COMMISSION (NORFOLK, VIRGINIA)	3 PEDESTRIAN FERRY BOATS CONSTRUCTION OF FERRY DOCK REPLACE 4 FERRY BOAT ENGINES	\$3,540,473
Reg. 4	PUERTO RICO PORTS AUTHORITY (SAN JUAN)	5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENT, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS, CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE FACILI TY, ACQUISITION OF STRUCTURES AT ISLA GRAND SITE	\$57,381,724
Reg. 5	EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (SAULT STE. MARIE, MI)	FERRY TERMINAL	\$1,070,000
Reg. 6	MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION	4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATING, MAINTENANCE	\$37,332,712
Reg. 9	GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	3 NEW FERRY BOATS, TERMINAL FACILITIES, MISCELLANEOUS RADAR AND PUBLIC ADDRESS EQUIPMENT, REFURBISH FERRY BOAT REPLACE TICKET AND VENDING MACHINES REPLACE FERRY TERMINAL FACILITIES ENGINEERING AND DESIGN OF INTERMODAL FERRY	\$42,295,544
	CITY OF VALLEJO	TERMINAL IN VALLEJO AND REHAB 3 FERRY BOATS BUY 1 FERRY BOAT AND UPGRADE FERRY TERMINALS	\$8,000,000
Reg. 10	TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS PARTIAL PURCHASE OF PASSENGER FERRY	\$1,279,200
	SEATTLE-TACOMA WASHINGTON (WASHINGTON DOT MARINE DIVISION))	8 NEW FERRY BOATS, TERMINAL IMPROVE- MENTS, ENGINEERING FOR EXPANSION, MISCELLANEOUS IMPROVEMENTS, LAND ACQUISITION, BUILD LOADING OVERHEAD TERMINAL EXPANSION, CONTROL SYSTEM REPLACEMENT AND REFURBISH VESSEL CONSTRUCTION OF PEDESTRIAN FACILITIES AND BUS ACCESS LANE AT TERMINAL	\$41,482,306
		TOTAL \$	\$257,658,039

TABLE 55

FUNDS OBLIGATED FOR BUSWAYS \ HOV LANES FROM FY 1970 THROUGH FY 1996

REGION	UZA	BUSWAY	FISCAL YEAR	FUNDING PROGRAM	OBLIGATION (Millions)
Reg. 1	BOSTON, MA	SO. BOSTON PIERS TRANSITWAY	1995	5309	\$43.7
Reg. 3	PITTSBURGH, PA	SOUTH BUSWAY	1970 - 83	3	21.2
		MLKJR BUSWAY	1983 - 83	3	92.0
		AIRPORT BUSWAY/WABASH HOV	1993	3	24.6
			1995	5309	31.5
			1995	5307	76.5
			1995	5309	51.3
			1996	5309	45.1
		MARTIN LUTHER KING BUSWAY	1995	5309	13.7
		E&D OF CARNEGIE BIKEWAY	1996	5307	0.2
		BUSWAY RENOVATIONS	1996	5307	1.1
Reg. 6	DALLAS, TX	CONSTRUCTION EAST R L THORTON HOV	1991	9	2.6
	HOUSTON, TX	NORTH FREEWAY PHASE 1 AND 2	1982	5	28.7
		PHASE 3	1984	9	13.0
		PHASE 4 EXTENDS HOV LANE	1987	3	46.8
		CONSTRUCTION OF COUNTERFLOW LANE	1978	5	1.4
		KATY FREEWAY HOV SIGNALIZATION	1982	3	0.4
		PHASE 3 T-RAMP AND PARK AND RIDE LOT EXPANSION	1984	9	8.4
		KATY CENTRAL BUSINESS DISTRICT RAMP	1993	3	30.8
			1996	5309	1.9
		NORTHWEST FREEWAY TRANSITWAY, HOV AND CORRIDOR IMPROVEMENTS	1984	3	5.5
			1985	3	35.0
			1986	9	26.5
		NORTHWEST TC/INNER KATY CONNECTOR	1995	5309	7.3
			1996	5309	0.5
		SOUTHWEST FREEWAY	1986	3	61.9
			1987	5	2.5
		GREENWAY PLAZA T-RAMP (SW CORRIDOR)	1993	3	3.8
			1995	5309	2.2
		EASTEX FREEWAY HOV SEGMENT 1	1991	9	20.4
			1992	9	1.0
		SEGMENT 2	1993	3	20.3
			1995	5309	3.3
		EASTEX RAMP AT QUITMAN ST.	1993	3	5.0
		WESTPARK HOV LANE	1993	3	3.0
			1995	5309	10.6
			1996	5309	17.1

REGION	UZA	BUSWAY	FISCAL YEAR	FUNDING PROGRAM	OBLIGATION (Millions)
Reg. 8	DENVER, CO	NORTH I-25 BUSWAY/HOV PROJECT	1990	3	36.6
			1991	3	33.4
Reg. 9	ORANGE CO., CA	CONSTRUCTION OF INTERSTATE 405/ STATE RTE 55 TRANSITWAY	1996	5309	20.4
	SAN BERNARDINO, CA	SAN BERNARDINO FREEWAY/ 11 MILE E MILE EXPRESS BUSWAY PROJECT	1971 - 74	3	10.9
Reg. 10	SEATTLE, WA	BUS TUNNEL 1.6 MILE	1982	8	0.5
			1983	3	1.5
			1985	3	20.0
			1986	3	25.5
			1987	3	67.4
			1988	3	67.2
			1989	3	17.8

TOTAL	\$1,063.0
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TABLE 56

NUMBER OF GRANTS AWARDED BY PROGRAM FY 1982 - 1996

FISCAL YEAR	CAPITAL PROGRAM (FORMERLY SEC 3)	SEC. 5	URBANIZED AREA FORMULA (FORMERLY SEC 9)	SEC. 9A	ELDERLY AND PERSONS WITH DISABILITIES (FORMERLY SEC 16)	NONURBANIZED AREA FORMULA (FORMERLY SEC 18)	STATE PLANNING AND RESEARCH	INTERSTATE SUBSTITUTE	FED. AID URBAN SYSTEMS	TOTAL NO. OF GRANTS
1982	263	802	0	0	57	0	376	46	14	1,558
1983	215	706	0	270	54	0	353	44	13	1,655
1984	101	534	360	195	53	81	268	23	9	1,624
1985	49	401	465	101	62	77	231	36	1	1,423
1986	84	255	602	112	57	74	236	20	3	1,443
1987	53	0	599 *	0	55	73	244	18	4	1,046
1988	75	0	624 *	0	56	86	270	23	3	1,137
1989	94	0	579 *	0	54	68	272	20	1	1,088
1990	118	0	547 *	0	54	65	264	24	2	1,074
1991	108	0	524 *	0	49	58	223	13	5	980
1992	132	0	583	0	52	56	52	9	2	886
1993	132	0	648	0	53	74	54	12	0	973
1994	169	0	660	0	55	64	52	8	0	1,008
1995	243	0	723	0	54	52	77	12	0	1,161
1996	160	0	632	0	53	70	47	9	0	971
TOTAL	1,996	2,698	7,546	678	818	898	3,019	317	57	18,027

* INCLUDES 9 B

NOTE: GRANTS FOR WASHINGTON D C METRO RAIL ARE NOT INCLUDED.

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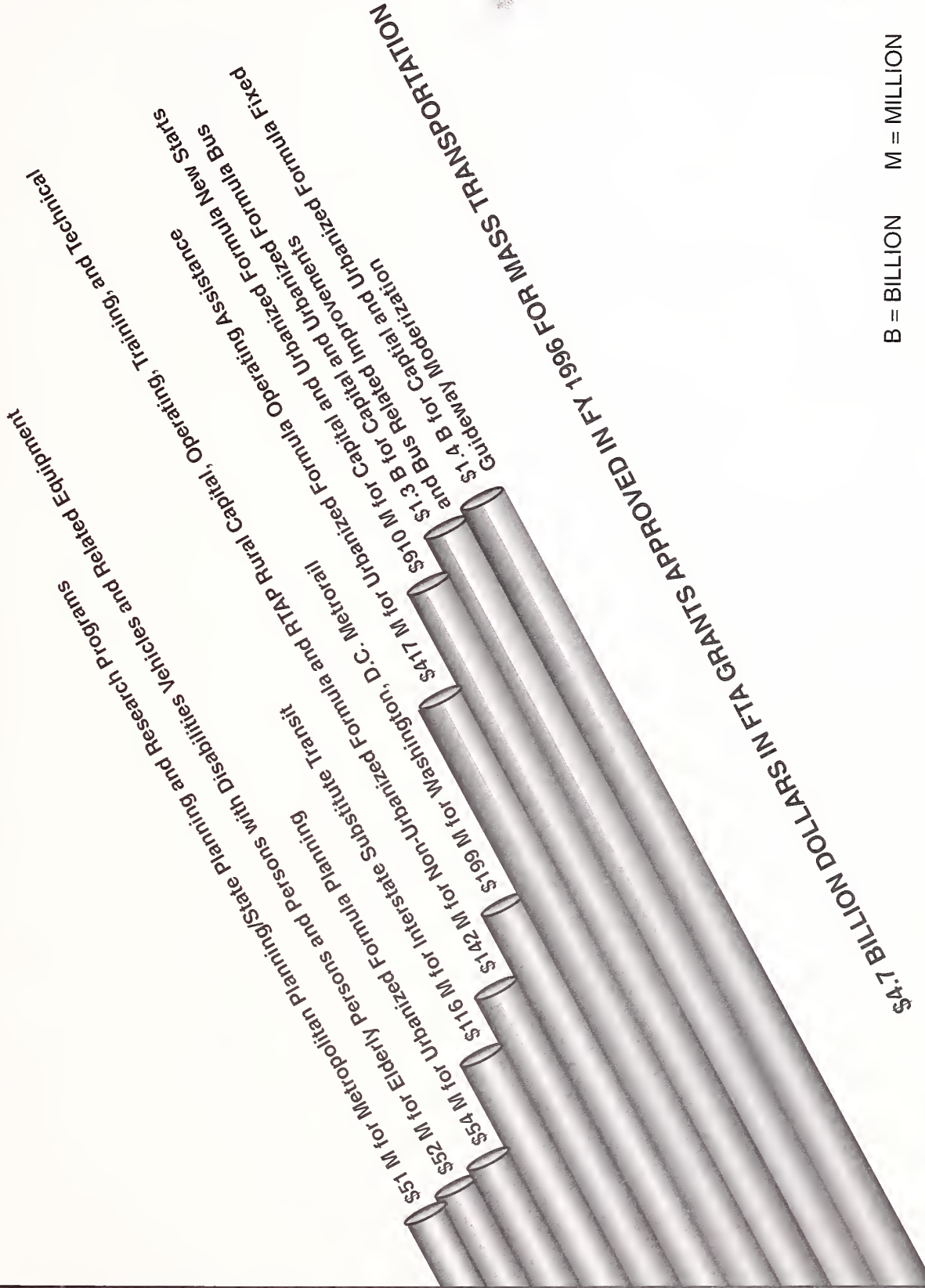
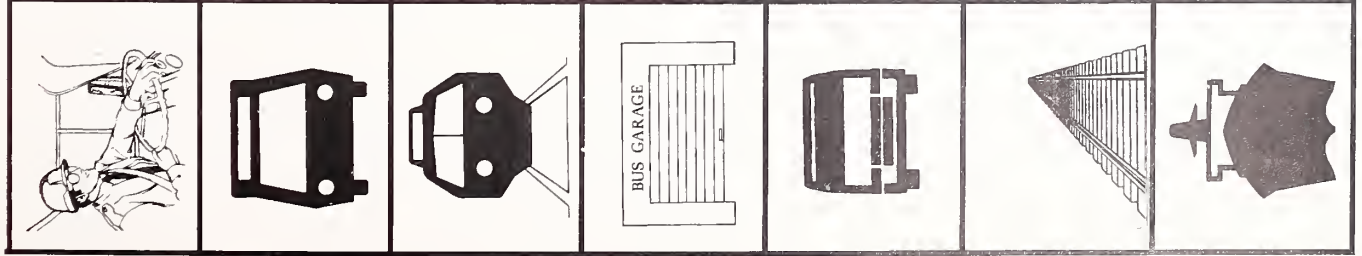
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